



Alameda
County
Transportation
Authority

EXPENDITURE PLAN DEVELOPMENT

Stakeholder Outreach Summary Report

April 1997



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TABLE OF CONTENTS

I.	Introduction	1
II.	Expenditure Plan Development Overview	1
III.	Expenditure Plan Development Stakeholder Outreach (Phase One)	2
IV.	Summary of Major Themes: Key Transportation Problems and Priority Solutions	4
	Streets and Highways	4
	Public Transit	6
	Bikeways, Pedestrian Paths and Alternative Transit Modes	9
	Land Use and Conservation	10
	Measure B Program and Expenditure Plan Development	11
V.	Detailed Results	12
	Central County Meeting	12
	North County Meeting	15
	South County Meeting	19
	East County Meeting	22
	Fremont Area Meeting	26
Appendices		
	A. Meeting Announcement Flyer	
	B. Meeting Agenda	
	C. Comment Sheets	
	D. Photo reductions of Wallgraphics	
	E. List of Groups Holding Self-Held Workshops	
	F. Summary Sheets from Self-Held Workshops	
	G. Letters	

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I. INTRODUCTION

Hundreds of Alameda County residents have responded to an opportunity to help improve their transportation system. Since Fall 1996, they have brainstormed about transportation problems and, most importantly, about solutions related to every aspect of transportation as it affects their lives, their environments and their entire community.

This report highlights the key transportation-related problems and priority solutions expressed by the community. It includes opinions and ideas on topics ranging from highway congestion to bike and pedestrian paths, from traffic lights to potholes. This information will serve as input into the development of a new expenditure plan that could be proposed as an extension of the current half-cent sales tax program for transportation improvements in Alameda County.

II. EXPENDITURE PLAN DEVELOPMENT OVERVIEW

The collection of the half-cent sales tax, approved by Alameda County voters in 1986, will expire in 2002. Over its 15-year life, the current Measure B program is expected to raise about \$1 billion. These funds are designated for specific transportation projects and programs, including highway construction, local street and road improvements, AC Transit, paratransit and BART extensions.

The Alameda County Transportation Authority (ACTA) is required by law to prepare a new expenditure plan that could be proposed as a continuation of the sales-tax measure. The plan will outline specific transportation projects and programs that could be funded by the sales tax extension.

III. EXPENDITURE PLAN DEVELOPMENT STAKEHOLDER OUTREACH (Phase One)

General feedback from the public participation process, including the discussed projects and programs discussed by participants, will be forwarded to the Expenditure Plan Development Committee (EPDC), a body of community representatives from many segments of Alameda County's population and major stakeholders in the expenditure plan development process. The EPDC will also review results from a public opinion poll conducted in January and February. Using these results and other information, the EPDC will draft the expenditure plan and help test the levels of public acceptability and support for elements of the plan before submitting the plan to the Steering Committee, which consists of elected officials and transit operator representatives. The Steering Committee will then discuss and recommend a refined list of projects and programs to the ACTA Governing Board. The ACTA Board will consider the recommendations and develop and forward a final expenditure plan to the Alameda County Board of Supervisors and City Councils for approval. If approved, the expenditure plan could be proposed as a continuation of the sales-tax measure to voters as early as 1998.

In the first phase of developing a new expenditure plan, ACTA solicited public input from interested members of the community and invited them to offer their suggestions for improving the county's transportation system. Four community meetings were held in the north, south, east and central areas of the county in January 1997, and an additional meeting was held in March 1997. During November through January 1997, self-held workshops were sponsored by a variety of community organizations representing many areas of the county and a wide range of interests. The purpose of the self-held workshops was to provide groups with an opportunity to hold their own brainstorming sessions on ways to improve Alameda County's transportation system. Overall, more than 275 stakeholders provided ideas and comments that are reflected in this summary report — information that will be forwarded to the EPDC for their discussions during the expenditure plan development process.

The community meeting format and agenda was consistent across the five meetings. (See Appendix A for the meeting announcement flyer and Appendix B for a sample of the meeting agenda.) The meetings were held according to the following schedule:

- **Central County:** Wednesday, January 8, 1997, at the San Leandro Community Library Center, 300 Estudillo Avenue, San Leandro.
- **North County:** Wednesday, January 15, 1997, at the Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland.
- **South County:** Wednesday, January 22, 1997, at the New Haven Unified School District Offices, 64200 Alvarado Niles Road, Union City.
- **East County:** Wednesday, January 29, 1997, at the Dublin San Ramon Services District, 7051 Dublin Boulevard, Dublin.
- **Fremont Area Meeting:** Wednesday, March 26, 1997, at the Fremont Library Center, Fukaya Room A, 2400 Stevenson Boulevard, Fremont.

Vincent Harris, ACTA Executive Director, opened each meeting with an overview of the meeting purpose and some basic facts about ACTA and its current program. Following a video presentation giving additional information regarding Measure B, Carolyn Verheyen of Moore Iacofano Goltsman, Inc. reviewed the reauthorization plan of action and project milestones. The Executive Director (Dennis Fay), or other staff of the Congestion Management Agency (CMA), then provided an overview of transportation in Alameda County and some of the projects underway or planned.

The focus of the community meetings and the self-held workshops was the discussion of county-wide transportation problems and solutions. At each community meeting, participants were divided into small groups based on random numbers on their name tags. Each small group mapped transportation problems and identified what they thought were the mobility improvement priorities. This report summarizes these major discussions and serves as one of the several sources of information to be used in the development of the expenditure plan by the EPDC.

A Public Opinion Poll was conducted through January-February 1997, to gather a statistically valid sample of public opinion. This information will also be forwarded to the EPDC. Additional public outreach included ACTA staff presentations to City Councils, Chambers of Commerce, and community groups. Advertisements and flyers about the Measure B expenditure plan development were displayed throughout the county, and an ACTA newsletter, *B-Lines*, was distributed to 30,000 residents of Alameda County.

IV. SUMMARY OF MAJOR THEMES: KEY TRANSPORTATION PROBLEMS AND PRIORITY SOLUTIONS

The following summary of findings presents the collective input from the five (5) community meetings and ten (10) self-held workshops. (Additional self-held workshops may have been conducted after the deadline for inclusion in this report.) The key problems and priority solutions are presented within five topic areas: 1) Streets and Highways; 2) Public Transit; 3) Bikeways, Pedestrian Paths and Alternative Transit Modes; 4) Land Use and Conservation; and 5) Measure B Program and Expenditure Plan Development. These five topics are generally presented in the order of emphasis they received overall.

Section V presents in greater detail the comments made at each community meeting and self-held workshop.

STREETS AND HIGHWAYS

Congestion

Problems

Traffic congestion on highways and local streets was the most frequently mentioned transportation problem. Although participants identified problem areas that especially affected their community, there were four major problem areas that have countywide impact and were emphasized at each of the community meetings throughout the county:

- Interstate 238 (between I-580 and I-880)
- Interstate 680 (from the north county line to the south county line)
- Interstate 880 (from Oakland to the south county line)
- Interstates 880/580/80 approaching the Bay Bridge

Solutions

At several of the north county meetings, sentiment was high that building additional lanes, bypasses and extensions was undesirable and represented an incomplete solution to alleviating traffic congestion. However, particularly in east county, specific solutions to congestion included the addition of traffic lanes and high-occupancy vehicle (HOV) lanes and the rapid completion of current road and highway improvements.

Maintenance and Appearance

Problems

Poor maintenance and appearance along highway corridors were mentioned most often in reference to the I-880 corridor. Inconsistency in the application of maintenance and design standards throughout the county was also a common concern raised by respondents. The following problems referred to the maintenance of both local roads and highways: landscaping, weeds, litter, and graffiti. Each community identified specific local streets and roads where maintenance is a key problem (see Section V.).

Solutions

Consistent countywide standards for the maintenance and appearance of local roads and highways should be developed and applied. Also, additional funding should be allocated to the maintenance of existing roads and highways throughout the county.

State Route 238 Bypass

Problems

The proposed State Route 238 Bypass was the most frequently mentioned and controversial highway-related topic. A number of participants opposed the project, citing the monetary costs, the community impacts, and the concern that the project is counter to any balanced transportation goal of the county. Specifically, respondents felt that the project would negatively impact the Hayward community — its neighborhoods, schools, open space. They added that it would encourage low-density development that is difficult to serve by public transit and that these costs would far outweigh any resulting gains in traffic capacity or reduced congestion.

Solutions

There were a number of participants who indicated that the proposed State Route 238 Bypass should not be built; rather, participants suggested improving the existing State Route 238 route or exploring other possible solutions to minimize congestion and provide additional connections in that area of the county.

PUBLIC TRANSIT

Coordination and Interconnectedness

Problems

In considering solutions to street and highway problems, public transit was addressed in extensive detail at every meeting. Although public transit was recognized as a key element of a long-range transit strategy, participants agreed that the lack of coordination and interconnection of all transit modes hampered effective and efficient service. Public transit services include AC Transit, BART, ferry services, paratransit services, and any other community bus and/or shuttle services, like Union City and LAVTA.

Solutions

The development of an integrated, countywide multimodal transit network for non-auto users was widely supported. This web would include better physical and operational (fares, transfers, schedules) coordination between and among bus routes, shuttle routes, bikeways and pedestrian pathways, BART and ferry service. Also mentioned was improved transbay connections and linkages to transit providers in neighboring counties. Multimodal hubs at BART stations, transfer stations at transbay bridges and right-hand HOV lanes to accommodate transfers were mentioned as specific ideas for improving service connections.

Service Hours and Headways

Problems

AC Transit and BART do not operate frequently enough or long enough to make the use of their services viable for many commuters. Many respondents expressed that they would prefer to use public transit, especially for daily commutes to work, but long waits, the distance to bus stops or BART stations, and the lack of early morning or late evening service are deterrents. The reduction of services on weekends also deters many potential users.

Solutions

Respondents recommended increasing the hours and frequency of service, specifically for BART and AC Transit. These two services should coordinate to provide seamless travel for the user at all hours. Expanding existing shuttle, van, and minibus services was also mentioned as a potential solution to providing more frequent and extended service.

Service Areas

Problems

Many areas of the county are underserved by public transit; however, there was generally an even split between respondents on this issue. Some felt that all areas — older communities as well as new, outlying developments — should be adequately and equitably served. Others felt that transit and transportation improvements should serve the densest and most populated areas, not new outlying residential areas where growth is anticipated.

Solutions

Frequently mentioned areas and routes in need of public transit service included the east Oakland hills and the I-880 and I-680 corridors which serve key employment centers specifically in the south county and San Joaquin, Silicon Valley, and San Jose communities. Reinstating many of the AC Transit lines that were discontinued in recent cuts, extending BART around the Bay and to new stations planned in east county, developing additional rail or trolley service along key corridors in Berkeley and Oakland, and providing direct transbay services (bus, rail and ferry) were common suggestions toward expanding transit services areas. Ferry service should be expanded to serve San Mateo. A new ferry facility from Berkeley/Albany was suggested. The need for new criteria for defining paratransit service areas was also mentioned frequently. Specific ideas included identifying criteria relating to personal safety or level of assistance required as opposed to current criteria that are based on distance from the service provider or jurisdictional location.

Service Information

Problems

Many respondents stated that the lack of clear, easily accessible information about public transit services is a major problem and a deterrent to potential users. This includes information about schedules, transfers and fare information, as well as information about available transit services and interconnections.

Solutions

Information about schedules, transfers and fares should be clearly displayed by all modes and at all transit stops. Specific marketing and public education efforts should be developed to attract new users. User-friendly public transit information systems should be clear, accurate, easily accessible, and, wherever possible, offered by a service representative. Information should be available in various forms for persons of all abilities.

Fares and Transfers

Problems

The cost of AC Transit and BART fares and transfers is prohibitive to many users. In addition, multiple fares and transfers are complicated and should be simplified across public transit systems.

Solutions

Many respondents agreed that fares and transfer costs between services should be reduced through subsidies. Offering free fares in dense, central city areas was a frequently mentioned solution for consideration.

Service Funding

Problems

Inadequate funding was a problem inherent to most of the transportation issues discussed, but the lack of funding was the most problematic when it came to public transit. Beyond AC Transit and BART, paratransit and ferry services were consistently mentioned as having critical funding needs.

Solutions

Most respondents agreed that a greater, or at least a balanced, share of potential sales tax funds should be committed to improving all public transit services — operations as well as capital improvements. It is important to note, however, that there was no clear consensus on the issue of BART funding. Several respondents felt that BART funding should be limited to operations and vehicles, and not be used for extensions. Some respondents felt that AC Transit's and BART's paratransit services that are currently mandated under the American Disabilities Act (ADA) should be fully funded, while others felt that additional funding should be committed to eliminate the gap that exists between needs met by the current traditional ADA service and transit users with particular special needs. Additionally, increased funding for ferry services responds to the potential of this service as a viable mode of transit, both transbay as well as along the East Bay.

Maintenance, Appearance and Safety

Problems

The physical appearance and reliability of AC Transit and BART vehicles and stops/stations, specifically, make these services unattractive to current and potential users. Additionally, the lack of lighting, shelters and seating at transit stops often make users feel unsafe.

Solutions

A commonly stated area for improvement includes the cleanliness and maintenance of all public transit stops and stations. Bus stops should include adequate lighting, sidewalks, seating, signage, shelters and landscaping that allow full visibility. BART stations should have adequate and visible security personnel, overhead shelters, reliable elevators and 24-hour emergency service for wheelchair users.

BIKEWAYS, PEDESTRIAN PATHS AND ALTERNATIVE TRANSIT MODES

Availability, Access and Interconnections

Problems

The lack of safe, convenient interconnected pathways for bicyclists and pedestrians was consistently mentioned as a key transportation problem in the county. Respondents addressed the need for these opportunities for recreation as well as for commuting. Many respondents felt that too often, these facilities are not incorporated into the planning and design of roadway improvements.

Solutions

Many respondents indicated that walking and biking should be recognized as significant transportation modes. As such, discussions included these and other alternative transportation modes, particularly in conjunction with plans for new road improvements. Suggestions included increasing public awareness about bike and pedestrian trails and interconnections and improving bike and pedestrian access to parking areas and public transit facilities. Allowing bicycles on BART during commuting hours was mentioned as an option that might encourage bike and BART use by commuters. New and existing bike lanes and sidewalks should be located on major transit corridors and specifically linked to employment areas, schools, activity centers, local and regional parks, and the shoreline.

Safety and Security

Problems

The inability to cross highways and major streets was a common concern of many respondents who discussed the existing hazards to bicyclists and pedestrians. Broken sidewalks, and the lack of curb cuts and other amenities reduce the safety of both bicyclists and pedestrians. The absence of secure bike storage at many BART stations prevents users from biking to BART rather than driving.

Solutions

Respondents recommended providing pedestrian and bicycle overcrossings across highways and major streets, especially where there are residential neighborhoods, schools and large elderly populations. I-80 at University Avenue and I-880 were consistently mentioned as key areas for such improvements. Providing secured bicycle racks and lockers at BART stations was also frequently mentioned as a solution for encouraging multimodal transit.

LAND USE AND CONSERVATION

Open Space, Agricultural Lands and Neighborhoods

Problems

The increasing loss of open space and agricultural lands and the disruption to residential neighborhoods were repeatedly mentioned as serious problems resulting from the continued development of highways throughout the county. State Route 84 (in Fremont and Union City) and the proposed State Route 238 Bypass were identified as examples of projects that may destroy the surrounding neighborhoods and natural resources.

Solutions

A number of participants urged ACTA not to develop or expand roadways that disrupt neighborhoods; this solution received full consensus from respondents countywide. They also widely supported the development and enforcement of land use controls and conservation easements to preserve open space and agricultural lands and curb the detrimental effects of urban sprawl.

Residential and Business/Office/Retail Uses

Problems

Existing land use patterns and current zoning that facilitate those patterns were felt to be the root of the traffic congestion problem by many respondents: the separation of where people live from where they work. It is the imbalance of housing and jobs in newly developing areas of the county, coupled with the lack of effective public transit to these new areas, that must be remedied to reduce long commutes.

Solutions

Many respondents felt that a land use strategy may be the most cost-effective, long-term transportation strategy. Developer and employer incentives and more flexible land use and zoning approaches to create a more efficient pattern of development were some of the solutions recommended. Participants also suggested encouraging employers to hire from nearby communities or provide incentives to their employees to use public transit or carpool.

MEASURE B PROGRAM AND EXPENDITURE PLAN DEVELOPMENT

Several comments focused on the Measure B program and the expenditure plan development process. The following are the most common themes:

- Measure B is a local sales-tax program which pays for transportation improvements. As a result, some participants felt this kind of program distorts the true costs of transportation improvements and unfairly benefits the drivers of private vehicles.
- Many respondents indicated that the new expenditure plan should include some level of prioritization and a clear set of criteria for that prioritization.
- The expenditure plan development process should obtain consensus on transportation priorities. Several respondents indicated that some of the previously approved controversial projects are now opposed by the public because they were included in a mix of larger projects that were accepted by the majority of county-wide voters.
- The reauthorization process and programming must recognize the importance and reality of new modes of transportation beyond highways and fuel-burning vehicles. Many respondents indicated that this must be reflected in the distribution of funds and list of potential projects and programs, as well as in the transportation modeling, which should include all modes.

V. DETAILED RESULTS

The following summary presents the detailed results of each of the five (5) community meetings and ten (10) self-held workshops. A photo reduction of the wallgraphic prepared at each of the community meetings appears in Appendix D.

The community meetings and self-held workshops asked participants to identify key transportation problems and to prioritize mobility solutions. (See Appendix C for an example comment sheet.) The following lists the major or unique ideas from each meeting and are grouped by topic. The highest priority solutions are indicated by the number in parentheses of total votes received. Many additional comment sheets and letters were also received, and that input was analyzed with the information received from the workshop held in the respondent's place of residence (north, south, central, or east).

CENTRAL COUNTY MEETING

The Central County community meeting was held on Wednesday, January 8, 1997, at the San Leandro Community Library Center, 300 Estudillo Avenue, San Leandro. These findings represent input from approximately 46 participants.

Key Problems

Street and Highways

- Congestion at 5-Corners/Hayward (Interstates 92, 880, 238, 580)
- Congestion at Highway 92 and San Mateo Bridge
- I-680, south of Pleasanton to San Jose
- Congestion at 4-Corners (Jackson, Mission and Foothill)
- Local road congestion and commuter cut-through traffic due to freeway traffic and "improvements"
- Proposed State Route 238 Bypass
 - High cost of the project
 - Negative impact on Hayward, area schools and neighborhoods and open space
 - Project is counter to balanced transportation goals
 - Encourages low-density, sprawled development that is difficult to serve by public transit
- Trash and graffiti along I-880
- Uncoordinated, user-unfriendly signage on highways (hard to read, not placed early enough for drivers to respond)

- Fast traffic on Upper B Street, downtown, east to Grove

Countywide Linkages

- Lack of connections to South Bay

Public Transit

- Lack of AC Transit and shuttle connections to Hayward BART station
- Lack of access to AC Transit
- Inadequate transit service to Highlands and hill developments (Carlos Bee)

Priority Solutions

Streets and Highways

- Add lanes on Highway 92/San Mateo Bridge
- Improve traffic signal timing on major local thoroughfares, particularly Highway 92/Mission to Foothill (good example: Franklin Street in Oakland) (7)
- Slow and/or divert some of Upper B Street traffic to A Street
- Provide light rail to Tracy/Stockton to relieve I-580 congestion
- Promote the use of public transit, walking, and biking; it's the answer to congestion, not new arterials
- Reduce congestion at State Route 238 between I-880 and I-580 (8)
 - Allow 8 lanes total, plus HOV
 - Provide grade separations at 4-Corners
- Do not build State Route 238 Bypass (25)
- Widen Interstate 238 (7)

Countywide Linkages

- Improve linkages to the South Bay by all modes
- Create light rail connections to Silicon Valley/South Bay/San Joaquin (6)
- Expand commuter rail to link to other counties

Public Transit

- Improve AC Transit frequency and hours of service
- Expand AC Transit shuttle service (7)
- Expand AC Transit to the hill areas

- Improve coordination of all transit services and information (connections, routes, schedules) (11)
- Provide greater share of sales tax funds to public transit
- Expand BART completely around the Bay

Land Use Management and Conservation

- Develop and impose land use controls and conservation easements (19)

Appearance and Maintenance

- Increase funding for maintenance of local roads and freeways
- Clean up and improve the appearance of highways and local freeways. Remove weeds, litter and graffiti, and provide landscaping (7)
- Upgrade and improve Doolittle Avenue between the Oakland Airport and San Leandro
- Develop a consistent countywide standard for maintenance and aesthetics on highways

Bikeways and Pedestrian Paths

- Add bike lanes on southbound Hesperian Boulevard
- Link existing and new bike lanes to employment areas, schools, activity centers
- Provide better information on bike trail locations and connections
- Provide a pedestrian crossing over I-880 at Davis; there are three neighborhoods and 1500+ elementary/middle school children and seniors

Other Comments

- Explore a less expensive BART-like system (example: Brazil)
- Subsidize school buses to reduce peak hour traffic; parents taking children to school/fear of younger students riding AC Transit

NORTH COUNTY MEETING

The North County community meeting was held on Wednesday, January 15, 1997, at the Joseph P. Bort Metro Center, 101 Eighth Street, Oakland. These findings represent input from approximately 42 participants.

Key Problems

Public Transit

- Lack of evening/weekend AC Transit service
- Lack of an integrated, countywide multimodal web of transit for non-auto users
- Insufficient funding for ferry service
- Poor safety and perceived safety at BART stations and bus stops
- "One-quarter mile from BART" rule creates non-integrated neighborhoods/ghettos of disabled persons
- Lack of AC Transit service between Hayward and Union City
- Lack of transit access to regional parks

Shoreline Access

- Lack of access to shoreline by bike or foot

Bikeways and Pedestrian Paths

- Lack of bike and pedestrian trails
- Lack of connections between industrial areas in Hayward and San Leandro

Land Use and Conservation

- Lack of preserved open space and scenic corridors

Streets and Highways

- Poor access from Berkeley to San Francisco
- Congested I-80 access from Ashby and University Avenues
- High Street congestion due to new retail
- Highway 24 is a State route
- Congestion on University Avenue

Priority Solutions

General Public Transit

- Apply a "transit-first" policy to all city-sponsored Measure B projects (9)
- Create a countywide "transit-first" policy that emphasizes interconnectedness (5)
- Provide a balanced support for transit instead of the heavy emphasis on highway projects
- Do not provide funding for freeway expansions (7)
- Invest in capitol projects that serve everyone, not the few (single occupancy vehicles)
- Create an integrated, countywide multimodal web of transit for non-auto users
- Bring areas that are underserved by transit up to acceptable levels (7)
- Make public transit more attractive (5)
- Develop a campaign to heighten awareness about public transit services
- Improve the quality and frequency of bus service
 - Offer free fares in dense areas (ex: Seattle)
- Improve bus maintenance
- Provide a bus transfer facility at the bridge (5)
 - Locate HOV lanes on the right so buses can access stops at each interchange
- Stabilize or provide subsidies to reduce fares and transfer costs
- Identify job centers and business parks that need bus service, especially during early morning and late night
- Provide more frequent service on University Avenue from the Amtrak station to Telegraph Avenue
 - Explore electric/natural gas, low-floor shuttles for University Avenue service
 - Fund van pool programs

AC Transit

- Improve AC Transit services, specifically safety, access, attractiveness and extended hours and fares: this is the key to increasing patronage (15)
- Reinstate reduced or eliminated AC Transit service to north Berkeley / Albany (specifically bus line #43)
- Stabilize funding streams for AC Transit operations to reduce fares
- Display bus schedules at all stops

Ferries

- Improve access to ferries and provide services to San Mateo (7)
- Explore a new Berkeley / Albany facility
- Provide funding and a regular source of subsidies for ferries, specifically funds for operations, capital and acquiring new vessels (11)
- Locate additional parking areas at ferry terminals

Paratransit

- Fully fund paratransit to eliminate the gaps between existing needs and currently mandated ADA services (10)

Interconnections/Access

- Link and coordinate all public transportation services; specifically, improve bus connections to BART (7)
- Provide neighborhood (door-to-door) shuttles to BART
- Improve connections from Oakland to Alameda
- Improve access to and from Alameda from I-880
- Ensure express bus services from Castro Valley BART to Hayward BART, Chabot Community College and to Caltrans Station in San Mateo or Hillside

BART

- Add light rail in Oakland / Berkeley corridors, especially San Pablo Avenue (8)
- Improve disaster preparedness
- Provide more frequent and direct evening and Sunday service, especially from Fremont to San Francisco
- Do not spend Measure B funds on BART extensions; fund increased operations only

Shoreline Access

- Provide a seamless shoreline access for bike and pedestrians (7)
- Complete Bay Trail in Alameda County
- Provide bike lanes to the Embarcadero along the Oakland waterfront

Bikeways and Pedestrian Paths

- Improve pedestrian access: curb cuts, sidewalk repair, provide shelters and benches (5)

- Provide bike and pedestrian overcrossings along highways
- Improve all bike and pedestrian facilities and access to BART stations, especially during commute hours
- Develop bike route paths, and connect them with other transit modes and on major transit corridors (7)
- Provide bike facilities countywide for commuting and recreation
- Reflect a balanced support for bike and pedestrian facilities
-

Countywide Linkages

- Improve linkages to the south Bay as far as San Jose

Other Comments

- Increase open space acquisition to prevent urban sprawl (7)
- Do not build State Route 238 Bypass
- Do not build more freeways or BART Extensions
- ACTA logo should reflect a broader transit focus
- Apply "Traffic Calming" techniques on all city streets to increase pedestrian and bike safety, make walking, biking and living more pleasant
- In Measure B, "mobility" should mean "moving *people* and *goods*"

SOUTH COUNTY MEETING

The South County community meeting was held on Wednesday, January 22, 1997, at the New Haven Unified School District Offices, 64200 Alvarado Niles Road, Union City. These findings represent input from approximately 21 participants.

Key Problems

Public Transit

- Lack of public transit service countywide; inequitable service provided in different areas of the county
- Insufficient public transit access and connections between modes
- Insufficient funding for paratransit
- Lack of public transit on Union City Boulevard to Newark Park-and-Ride
- Lack of public transit between Fremont and Silicon Valley

Streets and Highways

- I-680/Mission: traffic avoiding highway back-up create congestion on local roads
- Congestion on south I-680, Sunol Grade and Pleasanton is a major problem
- I-680 from Sunset to Santa Clara County lines
- I-880, Fremont through Santa Clara County
- I-580/State Route 24 merge
- Interstate 238 is too narrow between I-580 and I-880
- Interrupted HOV lanes
- Poor road maintenance
- Avoid growth-inducing projects

Land Use Management and Conservation

- Separation of homes and work
- Imbalance of housing and jobs in the Silicon Valley
- Future freeway building will encourage more development and feed the never-ending cycle of congestion and more freeways.

Other Comments

- Lack of environmental foresight: gas will run out, pollution is bad, building roads does not solve problems

- Lack of prioritization of Measure B project list
- Do not build State Route 84 project
- State Route 238 Bypass will negatively impact Hayward schools and local streets

Priority Solutions

Public Transit

- Improving public transit must be the top priority. Focus on this and providing other modes of transit, instead of on new road/highway expansions
- Expand transit systems in: (8)
 - I-880 to Santa Clara
 - I-680 Corridor
 - To Silicon Valley
- Increase access, availability and funding of public transit and paratransit
- Coordinate transit system schedules and facilities (11)
- Unify or coordinate public transit agencies and services (e.g., shuttles)
- Provide shuttles from BART to workplaces and homes
- Develop inter-county coordination
- Communicate/coordinate with employers to provide buses, to encourage use of public transit and flex time
- Build an I-680/I-880 connector in south Fremont; then offer incentives to employers to provide shuttle service at points where public transit ends
- Improve BART equipment and service levels
- Develop a multimodal facility at Berkeley BART that links UC Transit, AC Transit, BART, Dumbarton Express, Capital Corridor and rail transportation to Santa Clara County.
- Reduce BART and AC Transit fares
- Balance funding for roads and transit
- Extend BART to employment centers in Santa Clara County
- Paratransit should be able to extend beyond city borders.

Street and Highways

- Find alternatives to the State Route 238 Bypass (7)
 - Explore Foothill/ .Mission Blvd. improvements
 - 2-lane flyover connecting to I-880 from I-580.

- Encourage "flex time" to spread out commute times
- State Route 92/San Mateo Bridge traffic affects local streets (Jackson and Winton)
- Widen I- 680 with HOV lane from State Route 84 to Sunol Grade, especially with improvements to State Route 84 between I-580 and I-680
- Work with Santa Clara County so their projects correspond to work being done on I-880 South and I-680 South
- Set timing on traffic lights on major thoroughfares (Alvarado/Niles, Paseo Padre, Blacow and Mission Blvd., East 14th) so that traffic flows without having to stop as often for cross traffic.
- Increase construction standards to reduce levels of continuing maintenance
- Develop more parkways through cities
- Reduce traffic on Niles Canyon Road - a state designated scenic highway
- Do not build more highways; improve and maintain public transit services
- Develop systemic solutions, not piecemeal ones.

Land Use Management and Conservation

- Locate jobs where people live
- Use land use and zoning strategies to locate jobs near homes
- Do not build new freeways/parkways that disrupt neighborhoods (I-880, I-680, I-980, proposed State Route 84 and 238 Bypass) (8)

Countywide Linkages

- Extend BART to Silicon Valley, San Jose, Milpitas
- Provide light rail transit to Santa Clara and San Mateo Counties

Other Comments

- Provide more pedestrian/jogging, bike paths and routes (7)
 - Build on East Bay Regional Parks District work
- Get public consensus on transportation priorities
- Improve road maintenance on I-880 along Alameda
- Provide funding for "non-motorized" modes
- Consolidate all transit services in the Bay area
- Require Caltrans to replace the trees it destroys

EAST COUNTY MEETING

The East County community meeting was held on Wednesday, January 29, 1997, at the Dublin San Ramon Services District, 7051 Dublin Boulevard, Dublin. These findings represent input from approximately 38 participants.

Key Problems

Streets and Highways

- Congestion on Interstate Route 238, between I-580 and I-880
- Congestion on State Route 84/ I-680 Corridor, Livermore to Fremont
- I-880 Corridor from Oakland to Santa Clara
- Local traffic congestion resulting from traffic trying to divert Interstate 238/I-880, especially on A Street and the area north of Hayward Airport
- Lack of State Route 84 (I-680 to Livermore) causes traffic on local Pleasanton streets for cut-through
- Congestion on Vasco Road, Contra Costa County Line to Livermore
- Congestion from Tracy and Vallejo, through I-580

I-680

- Congestion on I-680 Pleasanton to Warm Springs
- Congestion at I-580/I-680 interchange

Public Transit

- Lack of funding for opening the West Dublin BART Station
- Inadequate funding from "traditional ADA services" to serve all special transit needs (5)
- Lack of countywide interconnected bus routes
- Poor linkages between buses and BART
- Lack of public transit to Santa Clara County
- Inadequate public transit on I-680 from Pleasanton to Warm Springs
- Lack of transit on eastbound I-580 from I-680 north
- Poor bus connections from Walnut Creek to Dublin
- Lack of rail access to east and south county
- Poor parking capacity at most BART stations

Bikeways and Pedestrian Paths

- Lack of funding for non-transportation projects such as bikeways, pedestrian paths and related facilities
- Lack of pedestrian and bike linkages to roads (Iron Horse Trail)
- Lack of funding for pedestrian and bike trails for recreation
- Lack of local bike facilities for multi-modal connections
- No recognition or consideration for emerging types of vehicles, i.e. electric cars

Land Use Management and Conservation

- Separation of where people live and where they work

Other Comments

- Lack of vehicular speed controls
- Poor highway maintenance
- Poor Bay Bridge reliability and capacity; rebuild it

Priority Solutions

Streets and Highways

- Provide HOV lanes for carpools and buses (5)
- Do not build State Route 84, east from I-880 to Alvarado Niles (4)
- Improve State Route 84 (6)
- Explore private toll roads
- Build no new roads through established areas
- Require developers and city councils to charge traffic impact fees to supplement Measure B funds. This should be administered by ACTA

I-680

- Provide HOV Lanes on I- 680, westbound to southbound; 580/680
- Widen I-680, south of Dublin
- Increase lane capacity (with controlled truck lanes) at I-680 Pleasanton to Warm Springs (3)
- Complete I-580 westbound/I-680 southbound interchange (3)
- Improve I-680 and maintain landscaping throughout (5)

Port of Oakland

- Improve roads to the Port of Oakland and airport area and add landscaping (6)
- Address truck access and parking at the port.
 - Develop a Port access plan that would explore a Joint Intermodal Terminal (JIT)

Public Transit

- Improve coordination between BART and buses, and improve scheduling and availability (7)
- Open Dublin BART Station
- Increase funding for paratransit (5)
- Provide integrated transit services on I-680, Santa Clara County to San Joaquin County (10)
- Provide preferential control of traffic signals by buses, especially on highways (4)
- Provide express transit service on I-680
- Reduce commuters; encourage employer incentives and impose developer fees; employer could pay a small congestion management fee (6)
- Encourage flexible hours, through incentives or legislation, for governmental organizations
- Provide smaller buses, especially during off-peak hours
- Provide for bikes on buses
- Build east (Stoneridge) BART Station (7)
- Extend BART to Livermore
- Complete BART around bay to airports
- Open east I-580 BART (Stoneridge) Station
- Consider electric trolleys to replace diesel buses in Oakland/Berkeley

Bikeways and Pedestrian Paths

- Provide bike and pedestrian routes to encourage the transition from petroleum based consumption to human powered or electric powered vehicles
- Develop convenient pedestrian connections to transit hubs and park and ride lots
- Provide bike storage at BART Stations
- Accommodate alternative forms of transportation (5)

- Improve regional and local bike and pedestrian trails/facilities (4)
 - Iron Horse Trail (Contra Costa County line to San Joaquin County)
 - Line Nibs Canyon to Pleasanton
 - Shadow Cliffs to DelVale (Pleasanton to Livermore)
 - San Francisco Bay Trail (Fremont to Albany)
- Incorporate more pedestrian and bike linkages to roads
- Lack of funding for pedestrian and bike trails
 - Lack of local bike facilities for modal connections
- Complete Iron Horse/Bay Trail linkages

Land Use Management and Conservation

- Develop an Open Space Preservation Plan
- Ensure more efficient urban development (5)
- Focus on improving job-housing balance to reduce long commutes - it is the most cost effective transportation strategy
- Land use decisions should consider the existing infrastructure (which is a stated ABAG regional planning goal)
- Use land trust to acquire agricultural lands
- Coordinate zoning and planning of residential, business and transportation uses on a regional scale

Other Comments

- Involve environmentalists in transportation and transit strategies
- Improve maintenance on Dougherty Road and other local streets and roads (2)
- Explore potential of railroad right-of-way for new alternate transit paths, including bicycle and pedestrian paths
- Technical Advisory Committee should include outside expertise, such as area universities, to address certain key issues and linkages
- Update transportation computer modeling to include all transit modes, not just freeway (3)
- Operate Altamont Express

FREMONT AREA MEETING

The Fremont Area community workshop was held on Wednesday, March 26, 1997, at the Fremont Library Center, Fukaya Room A, 2400 Stevenson Boulevard, Fremont. These findings represent input from approximately 27 participants.

Key Problems

Streets and Highways

- Congestion at Sunol Grade; I-680 / I-580, south through Warm Springs
- Congestion in the I-880 Nimitz Freeway Corridor
- Heavy truck traffic along I-880 in Oakland
- State Route 238 Bypass
- Foothill Freeway needs to be reconsidered; it is a north-south solution to an east-west problem
- State Route 84, immediately south of I-580 is unsafe
- Niles Canyon Road project is not a solution to the I-680 problem

Public Transit

- Lack of BART connection to rail
- Need rail connection from BART to Oakland Airport
- Lack of alternatives to auto travel to Santa Clara County
- Lack of transit opportunities within the tri-counties
- Lack of door-to-door transportation service for elderly
- Paratransit service are inadequate or reliable
- Lack of state level commitment (funding) for BART
- AC Transit is over-centralized; local responsiveness is divisive

Bikeways and Pedestrian Paths

- Lack of continuous trail system (bike, pedestrian, equestrian)

Appearance and Maintenance

- Traffic on Niles Canyon Road is polluting the scenic highway
- Control graffiti on soundwalls and other areas; vines

Other Comments:

- Political difficulty, lengthy decision-making process and slowness of getting things done
- NIMBYism among transit agencies
- Lack of direct input from counties
- Beware of creating an "unbalanced" county
- Division between north and south Alameda County
 - Too much emphasis on older areas in north county
 - Livermore, Pleasanton, Newark and Warm Springs must be a priority

Priority Solutions

Streets and Highways

- Create link between I-880 and I-680 at Durham Auto Mall for southern Fremont access (7)
- Widen the I-680 / I-880 connection to Santa Clara County (7)
- Improve connection of HOV lanes throughout the Bay Area; specifically connect HOV lanes at I-580 and I-680
- Widen State Route 84 to divided four-lane highway (2)
- Reduce speeds on State Route 84; use speed bumps
- Explore toll roads; make users pay, not the general public (example: Florida) (2)
- Reduce congestion at toll gates using electronic readers
- Eliminate tolls, use gas tax
- Provide a joint-intermodal station at the Port of Oakland
- Provide grade separation between I-80 and Port of Oakland
- Santa Clara County needs to make roads to get to the jobs
- State Route 84 should go through the historic route (via amended route)
- Make more roads to the south; need to move people (2)
- Spend money on roads, not soundwalls

Public Transit

- Improve coordination and scheduling between BART and buses (quarterly evaluation) (7)
- Make transit easier to use (7)

- better inter-modal connections (facilities, schedules)
- more services
- training program for elderly on how to use transit (4)
- Integrated rail-bus system (example: D.C. metro) (1)
- Support localized buses; provide smaller buses on frequently-used routes (1)
- Fund paratransit system for Fremont/ Newark
- Privatize bus transit (1)
- Provide bus services over San Mateo Bridge
- Fund Altamont Pass (1)
- Provide bus connections at the end of rail lines
- Encourage carpooling / vanpooling (1)
- Encourage employers of 100+ to work with transportation agencies for special services, subsidies and incentives (Pacific Bell and AT&T)
- Connect major rail and transit systems, but not with a third system
- Extend BART to Interstate 237
- Provide both public and privately operated, securely patrolled parking lots at BART stations
- Promote rail transit; explore using the existing railroad tracks (old Southern Pacific) (4)
- Ensure Alameda County's commitment to S.J.C. Rail (2)

Countywide Linkages

- Extend BART to Irvington/Warm Springs to San Jose/Santa Clara County (21)
- Get ACTA/BART involved in promoting an acceptable solution
- Explore tunneling under Lake Elizabeth
- Provide BART extension from Livermore to the San Joaquin rail (4)
- Connections to BART ends need to connect with major rail
- Consider using heavy rail lines for transit to Santa Clara County (7)

Bikeways and Pedestrian Paths

- Develop non-motorized programs (7)
- Improve regional and local bike and pedestrian trails/facilities (4)
- Increase funding for bike lanes and trails
- Connect trail systems with open spaces

- Bikes are for recreation, not transportation

Aesthetic and Maintenance

- Provide landscaping along all freeways

Land Use Management and Conservation

- Need to re-focus community design; promote non-auto oriented development (example: Eugene, OR)
- Reduce job-home distance (1)
- Do not develop Niles Canyon Road; use zoning to prevent it from being built-out

Other Comments:

- Use funds to facilitate inter-county cooperation (1)
- Split up AC Transit; one-half to North County and one-half to south County
- Ensure equitable distribution of funding for local roads (3)
- Limit number of cars sold and permits issued

SELF-HELD WORKSHOPS

The purpose of the self-held workshops was to provide groups with an opportunity to hold their own brainstorming sessions on ways to improve Alameda County's transportation system. ACTA provided groups with a workshop kit that included a workshop guide, comment sheets, a timeline and map of Alameda County. The list of the ten groups that held workshops, and the Summary of Major Findings Coversheets that each group completed, are included in Appendices E and F, respectively. (Other groups may have held workshops using the kit; however, results were not received in time for inclusion in this report.)

The following reflects priority solutions, and where provided, the corresponding votes received for each solution. Also, key problems are included for groups that provided the information in their summaries. The workshops are presented in the order that they occurred.

1. Newark Unified School District. Held November 12, 1996. These findings represent input from eleven (11) participants.

Priority Solutions

- Improve southbound I-880 to reduce congestion, access and exit (8)
- Widen State Route 238 to six lanes and improve lane connections from I-880 and I-580 (2)
- Designate car pool lanes (2)
- Fully operate the Altamont Express service (2)
- Provide metering lights (2)

2. Alliance for AC Transit. Held November 14, 1996. These findings represent input from thirteen (13) participants.

Priority Solutions

- Increasing the percentage of Measure B funding to improve and expand public transit services, especially AC Transit
- Fully fund paratransit services
- Avoid funding freeway and BART extensions to undeveloped or low-populated areas
- Do not construct State Route 238 Bypass
- Improve sidewalks and streets for pedestrians, wheelchairs and bicycles

3. People on the Bus. Held November, 19, 1996. These findings represent input from seven (7) participants.

Key Problems

- Congestion in the Bay Bridge corridor
- Inadequate public transit services to the Oakland Airport
- Lack of bike and pedestrian paths over and under freeways

Priority Solutions

- Restore and extend weekend, evening and 24-hour transbay bus service
- Develop incentives to attract bus riders
- Provide HOV on-ramps and signage on I-80
- Update transit technologies to include satellite tracking of buses, radio communication with public buildings for convenient pick-ups, and electronic collection of bus location data
- Realign public transit services to match employee and employer needs based on a comprehensive analysis of where and when people work
- Provide shelters, benches and maps/schedule placards at bus stops
- Equip buses with improved and faster wheelchair access
- Ensure that public transit needs are met for all new developments
- Ensure AC Transit's compliance to the unfunded federal ADA mandate
- Educate the public about the "transit-first" approach to reducing congestion
- Do not build greenways or BART extensions that encourage urban sprawl
- Direct Measure B funds to projects and services that benefit the most densely populated areas of Alameda County

4. Berkeley Gray Panthers Transportation Committee. Held December 9, 1996. These findings represent input from six (6) participants.

Key Problems

- Inadequate bus transit service in Berkeley and Oakland
- Inadequate public transit service, countywide

Priority Solutions

- Adequately fund AC Transit (2)
- Improve AC Transit schedules and increase the frequency and timeliness of service
- Provide shelters at bus stops (2)
- Improve public transit service to the Oakland Airport
- Improve paratransit service
- Provide reliable escalators at BART stations (2)
- Purchase non-toxic BART vehicles
- Repair sidewalks
- Develop bike paths

5. Citizens Advisory Committee to the Alameda County Transportation Authority. Held December 11, 1996. Submitted by Bill Stremmel, CAC member. These findings represent input from five (5) participants.

Priority Solutions

- Develop bicycle "sub-stations" — facilities that would provide bike lockers and areas to catch taxis or buses into areas where slopes or traffic prevents biking
- Expand the Caltrans transbay bike shuttle service to operate up and down the East Bay shore
- Develop a network of bike trails served by parking areas
- Encourage incubator companies that would develop electric bikes and cars
- Bid AC Transit to a new operator (public or private) to improve service and management
- Fund road and bridge projects that serve isolated areas of the county, such as Alameda; or areas where significant growth is anticipated, such as southeast Oakland
- Provide Oakland estuary crossings between Alameda and west Oakland
- Upgrade the historic State Route 84 to spur the upgrade of its entire length and to relieve congestion on surrounding streets
- Upgrade Hegenberger Road/73rd Street
- Provide the Altamont Express service

6. East Bay Regional Park District. Held December 11, 1996. These findings represent input from twenty (20) participants.

Priority Solutions

- Support long-range regional trail facilities that provide bike commuting potential; these trails will be a major component of the regional non-motorized circulation
- Include these trails in any project planning for Measure B and provide adequate funding for their implementation
- Explore various options for funding pedestrian and bicycle projects
- Acquire and re-use abandoned rail corridors as trails
- Connect trails to schools
- Distribute maps of regional trails and bicycle commute routes
- Restore funding for AC Transit service to regional parks and increase funding for Parks Express — EBRPD's service for elderly and disabled park users
- Encourage intermodal connections by prioritizing projects that are close to residential areas and that would provide direct connections to regional transit nodes, especially BART stations
- Provide bicycle racks and lockers at BART stations
- Fund the acquisition and protection of scenic highway corridors and open space
- Fund high-use, high-profile safety improvement projects

7. League of Women Voters - Berkeley-Albany-Emeryville. Held November 20, 1996, and December 11, 1996. These findings represent input from thirteen (13) and twelve (12) participants, respectively.

Key Problems

- I-80 blocks access to the waterfront, generates excessive noise and air pollution, and concentrates traffic on University Avenue
- Congestion at exits from State Routes 13 and 24 into Berkeley

Priority Solutions

- Build transportation system that includes a complete network of alternative transit modes
- Build a bike crossing over I-80 at University
- Include bike lanes and provide frequent transit services in employment centers

- Improve transportation that serves economic core rather than low-density residential areas
- Coordinate county transportation planning with regional transportation agencies

8. PAPCO - Advisory Committee to the Board of Supervisors on Paratransit Matters in Alameda County. Held December 13, 1996. These findings represent input from eight (8) participants.

Priority Solutions

- Increase public transit services, particularly in south county
- Provide increased and equitable paratransit service through the county.
- Increase accessibility to existing public transit services by enhancing their "usability" by all. Improvements include enhanced security and emergency services, working elevators, telephone equipped bus shelters, protected transfer facilities, reduced fares and "live" sources of information.
- Reduce congestion at I-80/I-580 merge

9. Sierra Club Bay Chapter - Transportation and Urban Growth Subcommittee. Held December 19, 1996. These findings represent input from nine (9) participants.

Key Problems

- Empty seats in cars on the highway is the problem, not insufficient pavement

Priority Solutions

- Do not fund capacity-increasing highway projects
- Increase, upgrade and modernize public transit in older, denser cities
- Fund projects that serve areas that have land use patterns that minimize vehicular trips
- Do not fund State Route 238/Mission Boulevard or State Route 84 expansion
- Eliminate auto subsidies; impose higher fuel tax, mileage fees, tolls and parking fees
- Use 30% of Measure B funds for maintaining and repairing local streets and roads
- Use at least 50% of Measure B funds for local public transit services; this should include paratransit, but not BART extensions

10. East Bay Paratransit Consortium. Held January 17, 1997. These findings represent input from six (6) participants.

- The East Bay Paratransit Consortium has not sought Measure B funds from the cities for this fiscal year, nor the last fiscal year. Most of the cities are using Measure B funds to provide services that supplement the Consortium's services.
- Increase the Measure B allocation for city-based paratransit services.

APPENDIX A.

Meeting Announcement Flyer

Help shape the **future** of Alameda County transportation.



Come and share your **ideas** for solving our traffic and transit problems.



MEASURE B, ALAMEDA COUNTY'S

HALF-CENT SALES-TAX PROGRAM FOR

TRANSPORTATION IMPROVEMENTS, IS

SET TO EXPIRE IN THE YEAR 2002.

A PUBLIC VOTE ON RENEWING THE

MEASURE COULD TAKE PLACE AS EARLY

AS 1998. WHAT TRANSPORTATION

PROJECTS OR PROGRAMS WOULD YOU

LIKE TO SEE FUNDED IN THE COUNTY

AND IN YOUR NEIGHBORHOOD?

COME TO ONE OF THE MEETINGS IN

JANUARY AND VOICE YOUR IDEAS!

The Alameda County Transportation Authority
cordially invites you to attend one of the following
community meetings:

Wednesday, January 8

7 to 9 p.m.

San Leandro Community Library Ctr.

Karp Room

300 Estudillo Ave., San Leandro

Wednesday, January 15

7 to 9 p.m.

Joseph P. Bort MetroCenter

Auditorium

101 Eighth St., Oakland

Wednesday, January 22

7 to 9 p.m.

New Haven Unified School District

District Offices, Board Rooms A and B

34200 Alvarado Niles Rd., Union City

Wednesday, January 29

7 to 9 p.m.

Dublin San Ramon Services District

7051 Dublin Blvd., Dublin

Each meeting will have the same focus: brainstorming ideas for transportation projects and programs that could be funded by a renewed Measure B sales tax. All interested members of the public are encouraged to attend!

We want to hear from you!

For more information, please call ACTA c/o MIG at (510) 845-7549. The meetings will be wheelchair accessible. To request a sign-language interpreter, call (510) 893-3347 (voice) or (510) 834-6754 (TDD). Five days' notice is required.

APPENDIX B.

Meeting Agenda

EXPENDITURE PLAN DEVELOPMENT

ALAMEDA COUNTY TRANSPORTATION AUTHORITY
ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY



COMMUNITY MEETING AGENDA

January 8, 1997

San Leandro Community Library Center

I. Welcome and Introductions

(Vincent Harris, Executive Director, ACTA)

II. Presentation on the Current Measure B Program and Reauthorization Plan of Action

- Current Measure B Program
- Video Presentation
- Reauthorization Plan of Action
(Carolyn Verheyen, Principal, MIG)
- Overview of Transportation in Alameda County
(Dennis Fay, Executive Director, ACCMA)
- Questions of Clarification

III. Small Group Discussions

- Mapping Transportation Problems
- Identifying Mobility Improvement Priorities

IV. Small Group Reports

V. Next Steps

- Review of Project Milestones
- Expenditure Plan Development Committee (EPDC) Application

1401 Lakeside Drive
Suite 600
Oakland, CA 94612-4305
Telephone 510/893-3347
Facsimile 510/893-6489
E-Mail ACTA2002@aol.com

EXPENDITURE PLAN DEVELOPMENT *Steering Committee*

Mark Green
Mayor, Union City
Chairperson

Nora Davis
Mayor, Emeryville
Vice-Chairperson

Ralph Appezato
Mayor, Alameda

Tom Blalock
Director, BART

Keith Carson
Supervisor

Elihu Harris
Mayor, Oakland

Gus Morrison
Mayor, Fremont

Gail Steele
Supervisor

Ben Tarver
Mayor, Pleasanton

Matt Williams
Director, A.C. Transit

Ayn Wieskamp
Councilmember,
Livermore

Staff

Vincent J. Harris
Executive Director, ACTA

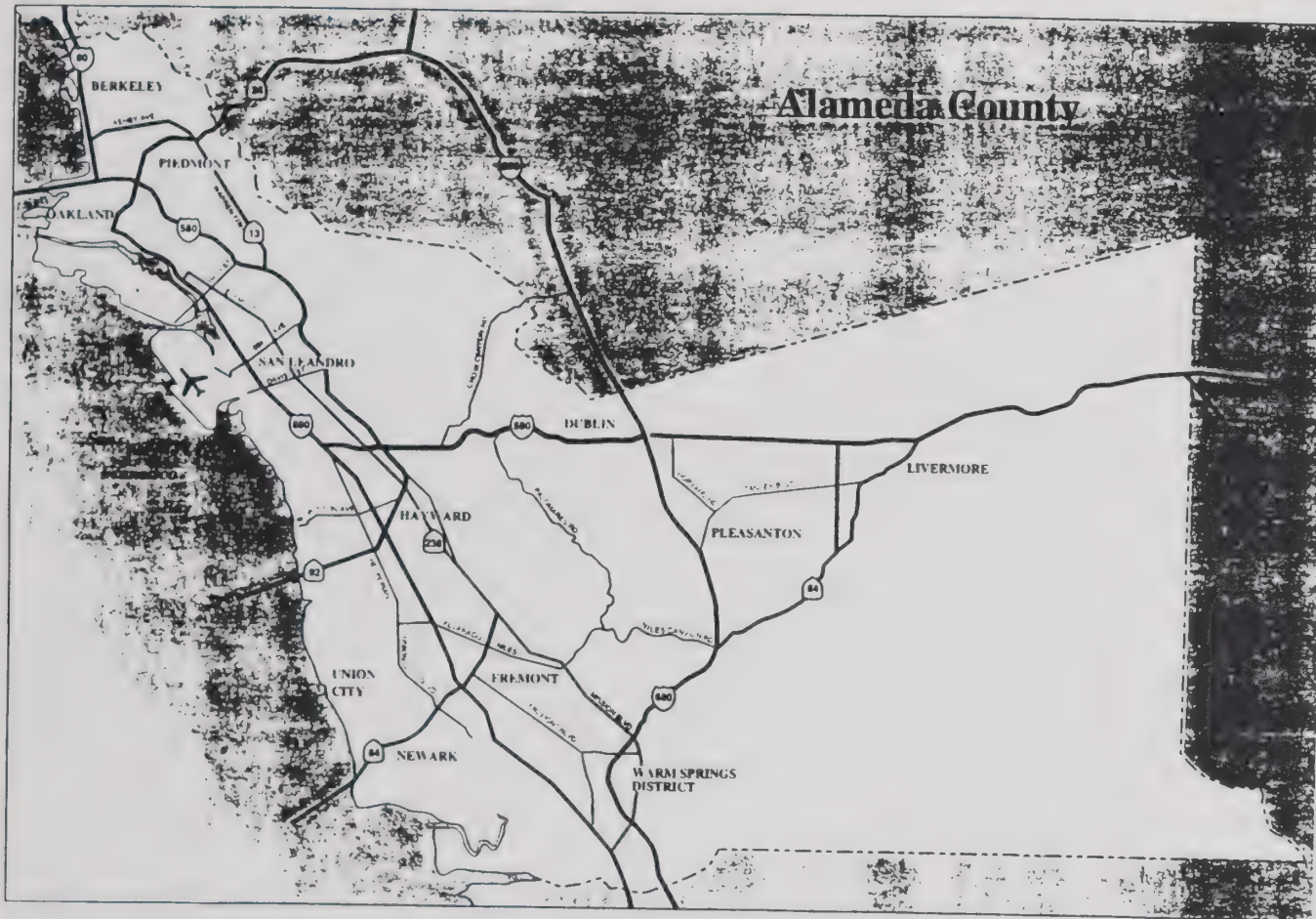
Dennis R. Fay
Executive Director, CMA

Alameda County Transportation Authority meetings are wheelchair accessible. Call 893-3347 (voice) or 834-6754 (TDD) to request a sign-language interpreter. Five days' notice is required.

APPENDIX C.

Comment Sheets

Mapping Transportation Problems Comment Form



Please...

Circle the areas in the county that you consider **Problem Areas** or **Potential Areas for Transportation Improvement**.

Notes:

If desired, use numbers or letters to link your notes with the Problem Areas you have identified on the map.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be from a notebook or a standard sheet of stationery. There is no handwriting or other markings on the page.

Identifying Mobility Improvement Priorities Comment Form

Keeping in mind the problem areas you identified in the mapping exercise, please list your priorities for mobility improvements in Alameda County. Consider improvements to highways, streets, public transit and paratransit systems, and pedestrian and bicycle paths.

Keeping in mind the problem areas you identified in the mapping exercise, please list your priorities for mobility improvements in Alameda County. Consider improvements to highways, streets, public transit and paratransit systems, and pedestrian and bicycle paths.

APPENDIX D.

Photoreduction Of Wallgraphics

REAUTHORIZATION
SAN LEANDRO
COMMUNITY MEETING //

A hand-drawn map of the San Francisco Bay Area, including the Golden Gate Bridge, San Francisco, and the surrounding regions. The map is heavily annotated with handwritten notes and symbols. Key features include:

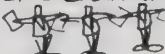
- Top Left:** "AESTHETIC" and "ROAD CONSTRUCTION" with a checkmark.
- Top Center:** "LOCAL ROAD CONSTRUCTION DUE TO FREEWAY TRAFFIC" with a checkmark.
- Top Right:** "AC TRAVEL ACCESS" and "BART" with a checkmark.
- Middle Right:** "PART EXTENDED TO LIVERMORE" and "BETTER CONNECTIONS TO BART" with checkmarks.
- Center:** "228 EXTENSION AND SIGNAGE" with a checkmark.
- Bottom Right:** "TRASH" and "CONT. SAND FOR MAINTENANCE" with checkmarks.
- Bottom Center:** "BRIDGE NO. 3" and "BRIDGE NO. 4" with checkmarks.
- Bottom Left:** "CONGESTION" with a checkmark and "LUGGAGE" with a checkmark.
- Bottom:** "SUNSHINE" and "SUNSHINE" with checkmarks.
- Bottom Right:** "SUNSHINE" and "SUNSHINE" with checkmarks.

The map also shows various geographical features like the Golden Gate Bridge, San Francisco, and the surrounding regions. The annotations are in various colors (black, red, blue) and styles (handwritten, printed).

☐ LAND USE CONTROL

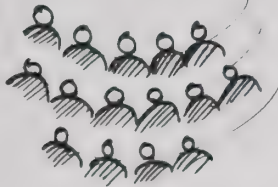
- ☐ LAND USE CONTROL
 - ↳ conservation easement
- ☐ ADD LANES TO I-238 BETWEEN I-880 + I-880
- ☐ MAINTENANCE FOR LOCAL PDS + PMWS.
- ☐ LINKAGES TO SOUTH BAY
- ☐ LESS EXPENSIVE BART TRANS SYSTEM
 - ↳ look at BART example

PRIORITY IMPROVEMENTS 😊

- ☐ I-238 BYPASS? ^{don't}
- ☐ TIMING OF SIGNAL LIGHTS
 ↳ good example Franklin St in Cambridge
- ☐ EXPAND AC TRANSIT 
- ☐ BETTER COORDINATION

- ☐ MORE FREQUENT SERVICES
- ☐ EXPANDED COMPUTER RAIL
 ↳ Link to other counties
- ☐ HIGHWAY CLEAN UP
- ☐ I-238 BYPASS



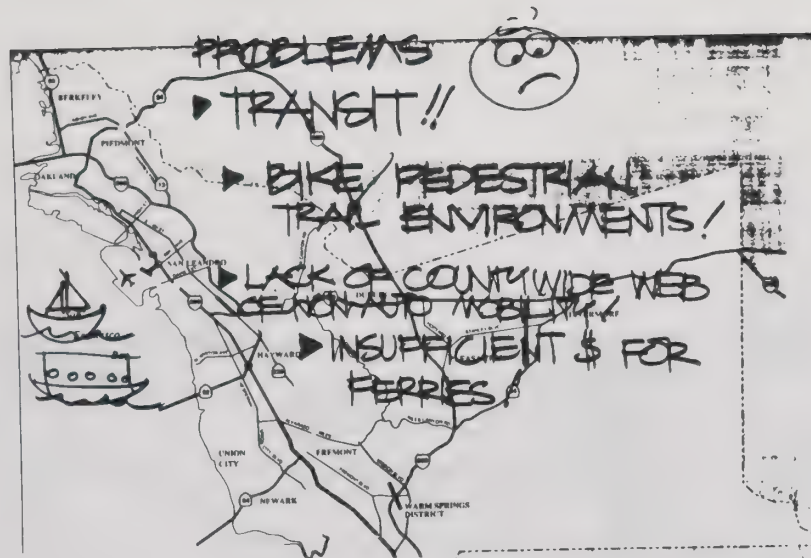
COMMUNITY
MEETING
JANUARY 15, 1997



GROUP 3

PRIORITY SOLUTIONS

- ☐ IMPROVE AC TRANSIT SVS
SAFETY ACCESS HOURS* ATTRACTIVENESS
- ☐ MAKE A CO-WIDE "TRANSIT-FIRST" POLICY INCL. INTERCONNECTEDNESS
- ☐ \$ FOR OP. AND CAP. FOR FERRY SVS (SUBSIDIES) (VESSEL ACQUISITIONS)
- ☐ FULLY FUNDED PARA-TRANSIT FACILITIES, AND
- ☐ IMPROVE ALL BIKE & PED ACCESS TO ALL TRANSIT, SHORELINE, BART STATIONS, DURING COMM. HRS.



GROUP REPORT

GROUP 2

PROBLEMS:

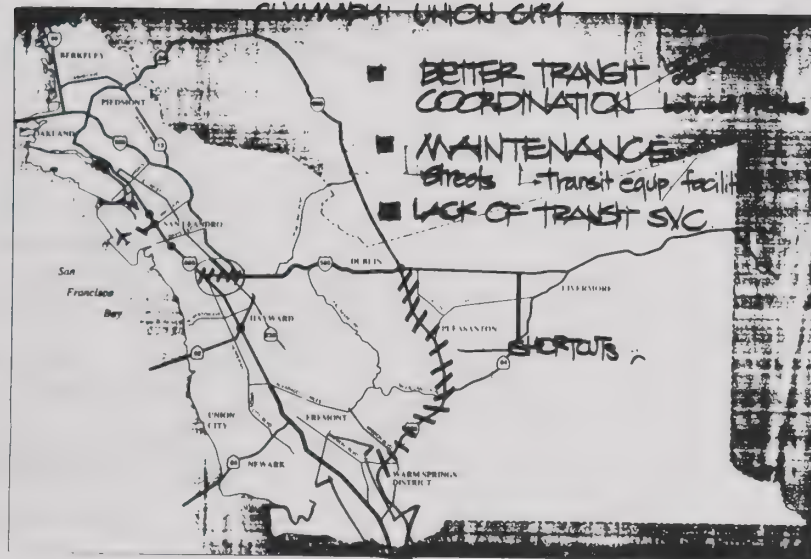
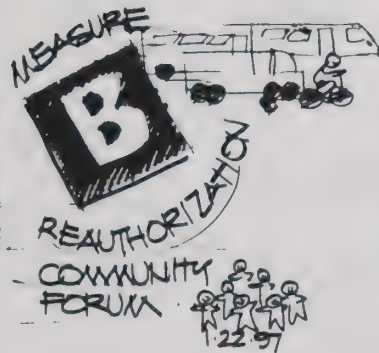
- 1) NO INTEGRATED MULTI-MODAL TRANSIT SYS.
AC TRANSIT'S DECREASE IN SERVICE
→ LACK OF NITE/WIND SVK.
- 2) INADEQUATE
BIKE, PED, TRAIL ENVIRONMENTS
→ BIKES NOT SUPPORTED

SOLUTIONS/PRIORITIES:

- 1) CITY-SPONSORED MEAS. B PROJECTS SHOULD BE "TRANSIT 1ST" — INCREASED BUS SERVICE! QUALITY FREQUENCY
- 2) EXPANDED FERRY SERVICE
- 3) LIGHT RAIL SERVICE IN BAY AREA CORRIDORS
- 4) OPEN SPACE ACQUISITION/ TRAILS
→ PREVENT URBAN SPRAWL
- 5) INTERLINKING OF ALL PUBLIC TRAVEL SERVICES & COORDINATING

PRIORITIES FOR MOBILITY IMPROVEMENTS GROUP 1 TRANSIT

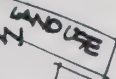
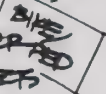
- ▶ BRING UNDERSERVED AREAS UP TO ACCEPTABLE LEVELS
- ▶ DEVELOP BIKE ROUTE PLANS
- ▶ IMPROVE BUS SYSTEM!
- ▶ INCREASE ATTRACTION TO PUBLIC TRANSIT
- ▶ BUS TRANSFER FACILITY @ BRIDGE
- ▶ NO \$ FOR FREEWAYS



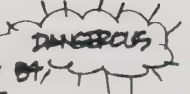
SOLUTIONS

- ✓ TRANSIT SYSTEM IMPROVEMENTS.
 - ✓ BETTER CONNECTION BTWN. 680 & 880
 - ✓ TRANSIT SYSTEM COORD. & INTERCONNECTIVITY
 - ✓ GET PUBLIC CONSENSUS
 - ✓ NO NEW FWYS. THRU NBHDS.
 - ✓ PROMOTE BART CONNECTION TO SANTA CLARA CO.
 - ✓ NO (238) BYPASS
 - ✓ ENCOURAGE EMPLOYERS TO ADDRESS TRANSPN NEEDS
 - ✓ PROVIDE BIKE PATHS/ROUTES
 - ✓ GET JOBS & HOMES CLOSER TOGETHER
 - ✓ AVOID GROWTH INDUCING PROJECTS
 - ✓ ENSURE ACCESS FOR SENIORS
- Handwritten notes and sub-points:
- Common pass
 - Listen!
 - Jobs or bring light rail to us
 - Caltrans should get involved
 - Inter-County coordination
 - Fix problems, don't create them
 - Develop incentives/disincentives

TRANSPORTATION PROBLEMS

- **RISING OPEN WEST DUBLIN BART STATION** 
- **680... PLEASANTON TO WARM SPRINGS**
 - **SYSTEM SOLUTION**
 - I-680 FROM ALAMEDA TO SANTA CLARA
- **CONTROL URBAN SPRAWL!!** 
- **LACK OF FUNDING FOR PED** 
- **LACK OF PROVISIONS FOR ALTERNATE MODES**
- **680, SOUTH AND I-235... PARKING LOT!!** 
- **84 CORRIDOR, LIVERMORE TO FREEMONT... SCHOOL GRADE**
- **580-235 CORRIDOR**

POTENTIAL SOLUTIONS

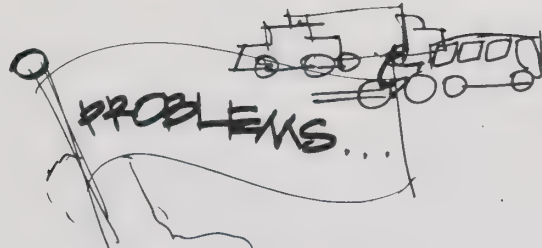
- ▶ **HCV LANES ON I-680**
- ▶ **INTERMODALITY IN BART & BUSES** 
 - (bater scheduling, bater access)
- ▶ **DE-EMPHASIZE COMMUTE DISTANCE** 
 - (employer incentives, development)
- ▶ **OPEN WEST DUBLIN BART STATION**
- ▶ **IMPROVE I-680**
- ▶ **IMPROVE 84**
- ▶ **TRANSIT SYSTEM DOWN 680 TO THE SOUTH**
- ▶ **HEAVYWAY 84 PROJECT** 
- ▶ **OPEN SPACE MITIGATION PRES. PLAN** 
- ▶ **MORE EFFICIENT DEVELOPMENT**
- ▶ **ACCOMMODATE / USE TO ALT. FORMS OF GET TRANSPORTATION MODES** 
- ▶ **ENVIRONMENT NEED TO BE CONSIDERED... THEY CAN BE VERY SUPPORTIVE**
- ▶ **INCREASE FUNDS FOR PARATRAIT**

MEASURE B

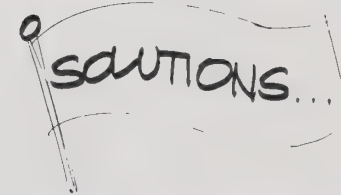
MARCH 26, 1997

REAUTHORIZATION COMMUNITY WORKSHOP

- ▶ WILL THERE BE AN OPP. TO DEVELOP NEW IDEAS THAT COME BEFORE E.P.D.C.?
 - ▶ HOW LONG WOULD NEW MEASURE BE IN PLACE?
- Not determined yet.
(Possibly 10-15 years)
- YES!



- ### PROBLEMS...
- ▶ SUNOL GRADE
 - ▶ LACK OF ALTERNATIVES TO AUTO
 - ▶ POLITICAL DIFFICULTY & SLOWNESS IN GETTING THINGS DONE
 - ▶ G80 CONNECTION
 - ▶ B80 CONNECTION
 - ▶ LACK OF RAIL CONNECTION



- ### SOLUTIONS...
- ▶ EXTENDING RAIL
 - ▶ NON-MOTORIZED PROGRAMS
 - ▶ MAKE TRANSIT EASIER TO USE...
 - ▶ WARM SPRINGS EXTENSION — LIVERMORE INTEGRATE W/ LIGHT RAIL IN SAN JOSE
 - ▶ G80-B80 CONNECTION

APPENDIX E.

List Of Groups Holding Self-Held Workshops

The purpose of the self-held workshops was to provide groups with an opportunity to hold their own brainstorming sessions on ways to improve Alameda County's transportation system. ACTA provided a workshop kit that included a workshop guide, comment sheets, a timeline and map of Alameda County. The kits were provided to groups at their request.

The following ten (10) community groups sponsored self-held workshops during November 1996 through January 1997:

- **Newark Unified School District**, November 12, 1996
- **Alliance for AC Transit**, November 14, 1996
- **People on the Bus**, November 19, 1996
- **Berkeley Gray Panthers Transportation Committee**, December 9, 1996
- **Bill Stremmel, Member of the Citizens Advisory Committee to the ACTA**, December 11, 1996
- **East Bay Regional Park District**, December 11, 1996
- **League of Women Voters - Berkeley-Albany-Emeryville**, November 20, 1996, and December 11, 1996
- **PAPCO - Advisory Committee to the Board of Supervisors on Paratransit Matters in Alameda County**, December, 13, 1996
- **Sierra Club - Bay Chapter, Transportation and Urban Growth Subcommittee**, December 19, 1996
- **East Bay Paratransit Consortium**, January 17, 1997.

(Other groups may have held workshops using the kit; however, results were not received in time for inclusion in this report.)

APPENDIX F.

Summary Sheets From Self-Held Workshops

Alameda County Transportation Authority (ACTA)
Measure B Reauthorization

Summary of Major Findings

Under each topic heading, summarize the major issues and themes identified by workshop participants during the group discussion and/or on their Comment Forms. Please note areas of agreement and disagreement where appropriate. Use the back of these sheets if necessary. Use the large Alameda County map to summarize location-specific problems, if desired.

Mapping Transportation Problems

- ① Sunol Grade - widen 1
- ② 880 - South bound IIII
- ③ Local street overflow -
- ④ ⑧4
- ⑤ Building developments - Dublin, N. Livermore
Mountain House, Tracy, Manteca
roads can't support more commuters
- ⑥ 880 → 80 on/off ramps II
- ⑦ Altamont Express II
- ⑧ Mass transit 680
- ⑨ local interchanges off 880 II
- ⑩ On/off Ramp - merge improvements
- ⑪ Metering lights - II
- ⑫ Car pool lanes II

Identifying Mobility Improvement Priorities

⑬ Close footHill Road to commute traffic into Serrano

⑭ Widen ②③⑧ to 6 lanes + improve lane connections from ⑧⑤① & ⑤⑧① - 11

⑮ ⑬ / ②④ interchange

Alameda County Transportation Authority (ACTA)
Measure B Reauthorization

Summary of Major Findings

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Mapping Transportation Problems

- The densely populated areas of the northern part of the county need help to reduce congestion and air quality problems through enhancement of public transit.
- Avoid funding freeway and BART extension projects to undeveloped or low-population areas.
- The Foothill Freeway project should be abandoned.

(over) →

- All developed areas in the county should be at least as accessible and functional for non-motorists as they are for those who drive.
- Fund an expanded system of transbay bus service.
- The Foothill Freeway project should be abandoned and the money reallocated to transit operations, especially AC Transit.
- Money should be spent on projects benefitting Alameda County residents (e.g., not the 13/24 interchange, which serves mostly Contra Costa residents).
- Build a ferry dock at the foot of Gilman Street in Berkeley and fund the startup of ferry service from Berkeley to San Francisco.
- Build pedestrian/bicycle overpasses over freeways at many new locations.
- Construct and operate child care centers at transit hubs and BART stations.
- Fund transit-first improvements at the city level, e.g., bus bulbs on major thoroughfares, signal preemption for buses, shelters at bus stops, and new information/communication technologies for bus drivers and riders.
- Fund special demand-responsive van services based at transit hubs to pick up people in low-density areas or at low-demand times of day and bring them to the hubs to use transit.

Summary of Major Findings

The People on the Bus

Page 1

Mapping Transportation Problems

Congestion in the Bay Bridge corridor, including approaches, is the biggest problem.

Other areas:

Oakland Airport - - bus service is cheaper (and will work "just fine") than a rail connector

Bike and pedestrian paths should be built over or under freeways wherever there are impediments to access to, for example, the future East Shore State Park

Summary of Major Findings

The People on the Bus

Page 2

Comments re Mobility Improvement Priorities

The People on the Bus believe that Measure B should fund the following projects:

- ▶ The following Bay Bridge corridor improvements:
 - Dedicated HOV on-ramps on I-80 at Powell, Ashby, University, and Buchanan.
 - Signage for an HOV lane over the Bay Bridge in each direction.
 - Restoration of evening and all-night transbay bus service.
 - Restoration of weekend transbay bus service.
 - New transbay bus service from and to Alameda County neighborhoods where residents have to drive or take a bus to get to fixed rail transit.
 - Increased spans of transbay bus service, to accommodate changing work schedules.
 - Develop and institute effective incentives for people to use bus transit, for example, vendor discounts for bus riders.
- ▶ The following AC Transit transbay and local bus service improvements:
 - Technology updates, such as:
 - Satellite tracking of buses to avoid bunching and improve security.
 - Radio communication from bus to public buildings, such as senior centers, so patrons can wait indoors until the bus is close
 - Electronic collection of bus location data to make more reliable schedules and identify problem congestion areas
 - A comprehensive analysis of where and when Alameda County citizens work and how AC Transit (and other transit operators) can realign transit services to match bus scheduling and routing to employer/employee needs.
 - Bus stop improvements:
 - Shelters and benches.
 - Placards with bus schedules and maps.
 - Buses with better, faster, wheelchair access.
- ▶ Local planning incentives to assure that public transit needs are considered and met for all new developments
- ▶ AC Transit compliance with the unfunded federal mandate of the Americans with Disabilities Act.

Summary of Major Findings

The People on the Bus

Page 3

- ▶ Public education programs to assure that everyone understands that the County cannot build its way out of congestion with new freeways and new freeway lanes - - only public transit can accomplish reduced congestion.

The People on the Bus believe that Measure B should *not* fund the following:

Freeway construction that encourages more urban sprawl in the County.

BART extensions that encourage more urban sprawl in the County.

The People on the Bus generally want to see Measure B funds directed to projects and services that will benefit the most densely populated areas of Alameda County. Local money should not be spent on interstate highway projects. These should be adequately funded by federal, state, and regional funds.

Alameda County Transportation Authority (ACTA)

Measure B Reauthorization

Summary of Major Findings

Under each topic heading, summarize the major issues and themes identified by workshop participants during the group discussion and/or on their Comment Forms. Please note areas of agreement and disagreement where appropriate. Use the back of these sheets if necessary. Use the large Alameda County map to summarize location-specific problems, if desired.

Mapping Transportation Problems

(few participants filled out their maps)

— Berkeley, Oakland: bus transit deficiencies

— The entire County — wherever areas inadequately served by public transit

Identifying Mobility Improvement Priorities

- Improved transit to Oakland airport
- Reliable escalator at BART stations (2)
- Shelter at bus stations (2)
- Improved AC schedules (more frequent & on-time service)
- ~~Handicapped~~
- Improved paratransit service
- Adequate funding for AC Transit (2)
- Bike paths
- Non-toxic BART cars
- Sidewalk repairs

Sponsor: BILL STREMMEL — 12/11/96
510-420-7043

Alameda County Transportation Authority (ACTA)
Measure B Reauthorization

Summary of Major Findings

Under each topic heading, summarize the major issues and themes identified by workshop participants during the group discussion and/or on their Comment Forms. Please note areas of agreement and disagreement where appropriate. Use the back of these sheets if necessary. Use the large Alameda County map to summarize location-specific problems, if desired.

Mapping Transportation Problems

Road/Bridge projects were suggested to serve areas of the County now isolated, such as the north end of Alameda, ~~the~~ or anticipating significant future growth, such as the southern half, or in need of improved access, such as south east Oakland. The crossing of the Oakland Estuary between Alameda and West Colma would ~~enable~~ ^{enable} the redevelopment of the former site of the Naval Air Station and also provide an alternate way for Alameda residents to reach the mainland and BART ~~without~~ while avoiding downtown Oakland. Selection of the "Historic Alignment" for CA-84 ~~is the~~ would be the logical beginning to upgrading the entire CA-84 corridor to expressway standards, to serve new developments in South County and the Tri-Valley while relieving congestion on I-680, I-580, I-880, and CA-1238 for traffic using the Dimmock Bridge to the West and Altamont Pass to the east. Upgrading the Hegenberger-73rd Street-Edwards Street corridor between 580 & 880 as suggested by Mayor Elton Harris would provide a useful cross-town arterial and an alternate route to Oakland Airport and the Coliseum. New service on the "Altamont Express" and increased service on existing BART and AC Transit routes would encourage regional and Trans-Bay commuters to leave their cars at home when going to the City, Silicon Valley, or the ~~East Bay~~ Coliseum. A new people mover connecting the Coliseum BART station with Oakland Airport ~~could~~ relieve congestion on I-880. A network of bike trails and parking should be developed.

Sponsor:

BILL STREMMEL

12/11/96

Alameda County Transportation Authority (ACTA)
Measure B Reauthorization

510-420-7043

Summary of Major Findings
Page 2

Identifying Mobility Improvement Priorities

Participants were agreed on general need to cut number of auto trips, particularly those by solo commuters during rush hour. However, no consensus was reached on a particular strategy for achieving this goal.

Joint development of new vehicles such as electric bicycles and electric cars ~~by~~ with incubator firms established on the former site of the ~~the~~ Naval Air Station in Alameda was proposed as a way to both further economic development within the urban core while providing environmentally superior modes of transport.

Bicycle advocates suggested building "substations" in Emeryville and Piedmont where people could lock their bikes and then ride buses or taxis up steep grades and other routes where it was not feasible to pedal. Showers, ~~and~~ changing areas, and lockers were amenities. I believe it would be more practical in the short-run to expand the bike shuttle CALTRANS now-operates across the Bay Bridge to running up and down the East Bay shore, stopping at Fremont and North Berkeley BART stations.

While ~~transit was favored~~ there was substantial support for transit in general, nobody felt that the AC Transit District, under its current management and labor agreement was capable of expanding and reorienting its service to meet the varying needs of individual communities. Rather it was suggested that the fixed subsidy now automatically granted to AC Transit could instead be allocated to specific service on routes to be put up for bid by any operator, public or private, ~~with~~ with sufficient staffing and equipment. Routes would be set by municipalities, schools, the Port of Oakland, the disabled, senior citizens, and other officially recognized groups ~~and~~ with ACTA providing overall coordination.

**Comments from Measure B
Reauthorization Workshop**
December 11, 1996

Sponsored by East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, CA 94605

The East Bay Regional Park District Measure B Reauthorization workshop was attended by a broad spectrum of the public including trail users, commuting and recreational cyclists and open space advocates (see attached list of attendees) as well as Park District staff with representatives from Advanced Planning, Regional Trails, Public Affairs and Park District General Manager Pat O'Brien. Discussions addressed non-motorized circulation as well as roadway projects and from the workshop the following comments were received.

Identifying Mobility Improvement Priorities

Under the broad heading of Mobility Improvement Priorities a recurring theme among the workshop participants addressed the following concerns:

- **walking and bicycling must be considered as a significant transportation mode; and**
- **more trails are needed to facilitate safe and convenient walking and cycling.**

Participants pointed out that

- **roadway improvement projects frequently fail to anticipate existing and planned bicycle, pedestrian and trail facilities. In some cases they pass up opportunities to make these improvements as part of the roadway project; in others, the roadway project negatively impacts trails, for example, by creating hazardous intersections.**

To illustrate the overwhelming local support for non-motorized trails, one participant pointed out that

- **In the November 1996 election, 79% of Alameda County voters approved Measure KK, supporting continuation of a countywide assessment for trail maintenance and ranger patrols.**

Several attendees familiar with Contra Costa County's Measure C transportation program cited this as an example of a transportation measure that provided funding for non motorized transportation facilities.

- **\$3 million of Measure C funds was programmed to fund trails and other bicycle and pedestrian facilities. These funds have assisted in the construction of segments of the Iron Horse Trail, Delta De Anza Trail, Walnut Creek Channel and a number of other local trail project.**

The group consensus was that:

- **if a significant benefit to non-motorized transportation and trail development is included in the Measure B reauthorization, then trail support groups and the general public will provide important support during the campaign and at the polls.**

Funding for Bicycle/Pedestrian Projects

Forum participants discussed how funding for bicycle/pedestrian transportation and trails should be allocated as part of a proposed Measure B appropriation. From the group discussion six possible categories were suggested:

- 1. Program-designated funding. Funds should be allocated to trails and non-motorized transportation on a programmatic basis as a percentage of all Measure B roadway funding.** Project-specific grants should be made from this fund on a competitive basis. Opinions on the percentage to be programmed varied. The 1.7% Transportation Enhancement Activities (TEA) funding of the federal ISTEA program was suggested as one guideline. Other participants felt that a higher percentage would be more appropriate to address the variety of non-motorized transportation needs.
- 2. Project-related budget. Planned bicycle-pedestrian and trail projects should be programmed just as any other roadway project, and realistic dollar amounts specified.** Trail projects are discussed further, below.
- 3. Non-motorized project component. Every major highway project programmed out of measure B funding should contain a sidewalk/bike lane or trail component. Also, every freeway overcrossing should be bicycle- and pedestrian accessible.**

4. **Mitigations.** Every roadway project should identify existing and planned trail crossings and should contain mitigations to provide safety improvements at those intersections. Some funding should be reserved for “quick fixes,” i.e., small dollar-amount projects such as bike lanes on congested roadways, bicycle detector loops, pedestrian-activated signals and signage, which provide improvements in safety and convenience. **Other types of mitigation recommended by attendees include open space and scenic corridor acquisition**
5. **Local funding.** Percentage funding should be programmed to cities for local trail connections to transit nodes or to regional trails. This could be allocated on a competitive basis as matching grants.
6. **A percentage of roadway improvement funding should be programmed for trail maintenance (as was done in Contra Costa’s Measure C).**

Priority Projects

There was discussion of projects which should be considered priorities to receive Measure B funding for non-motorized transportation. The following suggestions were made (not necessarily in priority order):

- **Intermodal connection.** Priority should be given to those projects close to residential areas and which would provide direct connections to regional transit nodes (especially BART stations). A participant pointed out that BART is currently hard-pressed to meet demand for local parking at stations. Trails and bikeways which reduce the need for car trips and parking should be a priority.
- **High-use / high-profile safety improvement projects (freeway overcrossings, etc.).**
- **Long-range, regional trail facilities providing bicycle commuting potential.** Consensus indicated a number of regional trails which would facilitate county-wide bicycle commutes. These trails are illustrated on the attached map.

The East Bay Regional Park District is the regional agency responsible for the development and management of the regional trail system connecting communities and open space in its two county jurisdiction of Contra Costa and Alameda County. Although these trails are used extensively for recreational purposes, they also provide a valuable transportation benefit to the public of all ages and are a critical component to the non-motorized circulation in the region. A number of trails shown in the East Bay Regional Park District Master Plan are being developed and will function as major spine trails through Alameda County. These trails, when completed, will connect residential areas, commercial areas, employment centers, schools, local and regional parks and community facilities. In developing a transportation plan for Alameda County, they should be seen as major components of the non-motorized circulation in

the region. The following regional trails should be included in any project planning for Measure B reauthorization and should receive adequate funding for their implementation. Using models like Measure C and ISTEA to address funding and projects that encourage non-motorized transportation opportunities should be integral to planning for Measure B or any future transportation planning for Alameda County.

San Francisco Bay Trail

The Bay Trail will ultimately connect the communities of Fremont, Hayward, San Lorenzo, San Leandro, Oakland, Emeryville, Berkeley and Albany in Alameda County. It provides the major spine for non-motorized access along the shoreline area and makes connections to major residential, commercial, employment, parkland and community facilities along its route. It is a state mandated project and has the support of all of the communities along its length.

Iron Horse Trail (from Contra Costa/Alameda County line to San Joaquin County line)

Over 15 miles of the Iron Horse trail currently exists in Contra Costa County and is a popular recreation and transportation facility connecting to BART stations, residential areas, office parks and community facilities. The trail corridor in Alameda County will bisect the soon to be opened Pleasanton/Dublin BART station and will pass directly through Hacienda Business Park. Further extension of the trail will connect the communities of Dublin, Pleasanton, and Livermore.

Niles Canyon

A regional trail planned for Niles Canyon will provide a connection between southern and central Alameda County (Fremont area to Tri-Valley area). Currently, cyclists wishing to make this connection must utilize a narrow road shoulder along Hwy 84, a narrow and windy road. The opportunity to connect these two regions of the County should be a necessary component.

Niles Canyon to Shadow Cliffs

This planned regional trail completes the connection between southern and central Alameda County, linking the communities of Sunol and Pleasanton and passing directly through the downtown Pleasanton area. It represents an extension of the Niles Canyon Trail and provides access to commercial areas, residential and employment centers as well as a final destination at Shadow Cliffs Park, one of the most popular recreational facilities in the region.

Del Valle to Shadow Cliffs

This regional trail, currently being developed, will connect two major aquatic recreation areas and the communities of Pleasanton and Livermore. The route of the trail passes through residential areas and the trail links directly (at Shadow Cliffs) with the planned extension of the Iron Horse Trail which will provide access to employment centers, BART station and community facilities.

Arroyo De la Laguna

Currently being developed, this trail extends from the Iron Horse Trail in Dublin to the south west part of Pleasanton. The trail will connect directly with Dublin City Offices and the Dublin Sports Park and will provide convenient access for residential areas in Dublin and Pleasanton.

Tassajara Creek Trail

This trail will serve a planned residential development and commercial development and will connect into the Iron Horse Trail and new Pleasanton/Dublin BART station. Future development in east Dublin area will increase need for this trail connection into the downtown Dublin area.

Other Priorities / Miscellaneous Comments

A number of commentors also suggested that expenditures should be allocated for the following projects:

- **Trails connecting with schools.**
- **Acquisition and re-use as trails of abandoned rail corridors**, such as the Union Pacific Corridor vacated in the recent merger.
- **Parking lots, park-and-ride and trailhead parking and staging areas.** It is important that these facilities be incorporated into all major roadway projects to facilitate multi-modal commutes and access to trails.
- **Bike racks and lockers, particularly at BART stations.**
- **Distribution of maps** showing regional trails and bicycle commute routes and connections to transit.
- **Public transit to parks.** Recent AC Transit cutbacks have limited bus service to parks. Cutbacks have especially affected weekend service, when demand for park use is heaviest. Measure B funding could restore these services. The East Bay Regional Park District's **Parks Express** provides transportation on demand to parks to elderly and disabled parks users. Measure B could fund an increase in this service.

- **Highway corridor protection.** One participant pointed out the extent to which major highway projects encourage sprawl development of rural land. He suggested that, following the ISTEA Transportation Enhancements model, Measure B should provide funding for the acquisition and protection of scenic highway corridors or other open space to mitigate the growth-inducing impacts of new highway construction.

Next Steps: Continuing the Measure B Development Process

Forum participants were invited to submit focus group applications to continue their participation in the development of a transportation funding measure. All participants expressed a desire to participate.

Nominations for a representative to the Expenditure Plan Development Committee (EPDC) were also requested. The East Bay Regional Park District proposed Park District Director Jocelyn Combs as an elected official who is knowledgeable about park, trail and transportation issues. There was unanimous consent for this nomination. Participants also expressed a wish to nominate a representative from the local bicycle community, and suggested that the East Bay Bicycle Coalition (EBBC) be invited to propose a candidate.

cc: all forum attendees

Attachments:

- *Regional Parkland and Trail Map with suggested master planned trails for inclusion in Measure B
- *Comment letter regarding transit to EBRPD the Peralta Oaks business area(including EBRPD headquarters)
- *Workshop participant list

EAST BAY REGIONAL PARK DISTRICT -

The EBRPD Administrative Headquarters is located in the East Oakland hills east of Hiway 580 between the Oakland Zoo and the San Leandro border. Also located in our neighborhood is the District Attorney's office of Alameda County (Family Support Division), and State Compensation Fund. With these three large facilities and the Dunsmuir House & Gardens, there are approximately 600 people employed in the area. All locations receive visitors and the public as well. Dunsmuir has NO parking on their grounds. Public transit does not come into the area of Peralta Oaks Court, thus inhibiting a public transit commute alternative. The neighborhood adjacent to us across the freeway (approximately .6 miles) has a significant rate of crime and this would cause employees and citizens reluctance in walking or taking public transit in this area. Daylight savings also means the area is dark prior to 5:00 p.m.

The closest bus from the Coliseum BART station takes 30 minutes and then there is still a .4 mile walk to the offices. There is no direct connection to 106th & Foothill from the San Leandro BART - a bus does travel up Estudillo into the Sheffield Village area, but goes directly back down Estudillo. AC Transit has been approached to divert the route to include a run down foothill to 106th. AC Transit's response is that they are cutting routes and it would cost money to make this change.

BART needs to respond to user needs: 1) allow bicycles on trains DURING commute hours, and 2) work with AC TRANSIT for corresponding routes to come closer to this area above the freeway.

We understand the larger buses cannot negotiate turnarounds in our immediate neighborhoods, and smaller buses such as those that negotiate the Oakland/Montclair hills should be considered.

Public transit to 106th and Foothill would assist employees who are fit and can walk the rest of the way; but would not service disabled, people with small children, elderly, etc. Conditions for bicycling/walking are difficult at best. In most cases there are no bicycle paths or continuing sidewalks. Unsafe conditions exist with narrow streets, cars parked on both sides.

The neighboring building managers and myself as District representative have conducted transportation fairs and have determined there is interest in public transit by a number of employees. With BART completing its new extensions of service, there would be a greater number to draw on. Employees have expressed the desire to be able to take BART to the San Leandro station, connect to AC Transit and be able to reach the vicinity of the worksites, with corresponding return trips available in the afternoon hours. Mid-day service could be more sporadic for the public - every hour, etc. Another large facility which opened in the last year is the Social Security Office at 106th & Foothill which appears to employ a number of people and has a large number of customers.

As a public agency interested in environmental concerns, and with many concerned employees, we would be more than happy to look to alternate trip modes and public transit when it is offered and feasible and a viable alternative.

Submitted by Jean Dormann,
Facilities Manager, Management
Services, EBRPD December 9, 1996

THE LEAGUE OF WOMEN VOTERS
BERKELEY ■ ALBANY ■ EMERYVILLE

1414 University Ave., Suite D ■ Berkeley CA 94702
(510) 843-8824

December 15, 1996

Initial Response to Measure B Reauthorization Workshops:

It is important to coordinate transportation planning with regional transportation agencies. There is insufficient information to evaluate the fit of Measure B projects with regional and state plans. AC Transit's delineated transit corridors for improved transit including Broadway, College Avenue, San Pablo and East 14th-Mission would be important to consider for funding.

It is important to evaluate the relative cost and benefits of transportation projects and modes. There is insufficient information in workshop materials to make such judgments. The projects listed and mapped appear to serve the less dense parts of the County rather than improving transit in denser areas which could reap the greatest benefit.

It is important to build a transportation system with alternative modes of travel. The map provided has only highways. No transit network, bicycle network or ferry port is shown. We need complete networks for alternative transportation modes. Locally, we were astounded that a bike crossing over I-880 at University Avenue in Berkeley was not included in the I-880 improvement plans; transportation agencies must consider all modes in their mapping and thinking.

It is important to integrate transportation and land use planning. City centers and other major trip generators are not indicated on the maps provided. We need frequent transit service and bike lanes in employment centers like Emeryville-West Berkeley. We think the County would benefit more from improving transportation in its economic core rather than expanding access to low density residential areas impinging on agricultural land.

Local problem areas are the I-880 freeway which blocks access to the waterfront, generates excessive noise and air pollution and concentrates traffic on University Avenue. Traffic is also concentrated to unacceptable levels at the freeway exits from Highway 13 and 24 onto Berkeley streets. Measures which the League advocates in general include HOV lanes, van pools, tolls, expanded transit service and bicycle lanes.



**SUMMARY OF THE COMMENTS FROM THE MEASURE B RE-
AUTHORIZATION WORKSHOP HELD PRIOR TO THE DECEMBER 13, 1996
PAPCO MEETING**

PRIORITIES FOR MOBILITY IMPROVEMENT IN ALAMEDA COUNTY

1. Increased public transit, particularly in south County
2. Paratransit to meet the needs of seniors and others that are not met by the federally mandated paratransit. This includes paratransit with such parameters as increased and equitable availability throughout the County; availability based on such criteria as personal safety and medical priorities; a level of assistance appropriate to the needs of the users such as attendants when needed.
3. Increased accessibility to the existing transit services by enhancing their "usability" by seniors and persons with disabilities such as:
 - Increasing BART accessibility by providing enhanced security and working elevators
 - 24 hours access to a "live" source of transit information
 - 24 hour emergency service for wheelchair users
 - Bus shelters (really helpful for seniors) with telephone communication to transit operations
 - Safe transfer facilities out of the weather (for both seniors using transit and paratransit users)
 - More affordable costs
4. Highway 80/580 merge

The priorities of the individual attendees are attached.

Measure B Reauthorization

Summary of Major Findings

Under each topic heading, summarize the major issues and themes identified by workshop participants during the group discussion and/or on their Comment Forms. Please note areas of agreement and disagreement where appropriate. Use the back of these sheets if necessary. Use the large Alameda County map to summarize location-specific problems, if desired.

Mapping Transportation Problems

Sierra Club Meeting 12-19-96

~~The mapping exercise was not helpful. It seemed focused solely on vehicle movement and highways rather than transportation. The general sentiment was that there is adequate highway capacity. The problem is that the highways are badly managed. Although vehicle flows are often congested, most of the vehicles in the flow have excess capacity. The problem is empty seats rather than insufficient pavement. A major cause of the problem is that motorists are not charged enough to cover the full costs of using the highways, bridges, streets, etc. Current government subsidy and the pattern of land use engendered by past subsidies, where activities are accessible only by automobile and truck, are underlying causes. There was unanimous sentiment that removal of the subsidies is crucial to reducing vehicular congestion and that additional subsidy from the sales tax or the general fund would only exacerbate the problem.~~

~~There was general sentiment that local public transit service in the older, denser cities should be increased, upgraded, and modernized. Doing so would provide needed mobility to those who do not drive because of income, age, or other reasons. It would offer a viable alternative to driving on many trips if the quality of service were improved and if drivers were obliged to pay the full costs of using the street/highway network.~~

~~The group believed that service should be upgraded both in the older cities and in newer areas where, effectively, no transit service exists at all. Many recommended that no Measure B funds be spent to build roads and highways serving sprawl communities not dense enough to support public transit. Upgrading means, in part, increasing hours and miles of service (more routes, higher frequencies, more comprehensive hours of service, and better coordination with BART and train service). It also means replacing and improving rolling stock, stop facilities, and information. Finally, in regard to Measure B, it should mean planning for modernization—planning for conversion to trolley busses or LRT, as appropriate.~~

~~There was no unanimity on whether or not Measure B funds should go to BART. The present focus of BART on access by automobile increases cost (and subsidy requirement), places a lid on ridership and revenues, and subverts BART's potential environmental benefits. There was support for enhancement of BART service over existing trackage.~~

~~The map was also unhelpful in addressing the real problems of pedestrian and bicycle movement.~~

Identifying Mobility Improvement Priorities

Sierra Club Meeting 12-19-96

Many priority conclusions are evident in the Summary of Major Findings. During discussion, the following Priority conclusions for allocation of Measure B funds emerged:

No money for capacity-increasing highway projects.

50% (at least) for *local* public transit (including ADA requirements but excluding BART extensions)

30% for maintenance and repair of local roads and streets and for maintenance, repair, and enhancement of bike lanes, ways, and parking and of pedestrian sidewalks and walkways (especially for BART access).

Zero funds, in particular, for the 238/Mission Boulevard/84 highway expansion.

There was strong sentiment that

1. Automobile subsidies should be eliminated (candidate alternatives include higher fuel tax, mileage fees, tolls, paid parking). Measure B funds could be used, for example, to install roadside pickups for automatic vehicle tolls.

2. Transportation expenditures should be conditioned on an integration with land use that minimizes the need for making trips by vehicle.

**EAST BAY PARATRANSIT CONSORTIUM
SERVICE REVIEW COMMITTEE MEETING
JANUARY 17, 1997**

Minutes

Measure B Re-Authorization Workshop

Mary Rowlands, Consortium Program Manager, provided an overview of Measure B, Alameda County's half-cent sales tax program for transportation improvements. The current Measure B is set to expire in the year 2002. Currently efforts are underway to obtain public input on transportation projects and/or programs to be funded through a new Measure B. Four community workshop meetings have been scheduled in January. Dates, times and locations were provided, and interested individuals were encouraged to attend.

Information on and applications for the Expenditure Plan Development Committee were available. These applications are due February 1, 1997. A video by ACTA (Alameda County Transportation Association) on the many transportation improvements made with Measure B funds was viewed. The project milestones for the re-authorization were discussed, and a ballot measure is expected to go to the voters in November 1998.

Ms. Rowlands noted that the Consortium has not sought to claim the Measure B funds from the cities for this fiscal year, nor the last fiscal year. Most of the cities are using those Measure B funds to provide services that are supplemental to the Consortium.

Individuals attending the workshop all expressed a desire to ensure a re-authorized Measure B contains a bigger allocation for city based paratransit services.

APPENDIX G.

Letters

CITY OF SAN LEANDRO

MEMORANDUM

DATE: May 30, 1996

TO: Bill Algire, Director of Engineering and Transportation

FROM: Gary Kruger, Transportation Administrator
Bob Rockett, City Engineer

SUBJECT: Potential Projects for the Reauthorization of Measure B

We have identified several potential projects for consideration for a Measure B program if it is reauthorized. These projects were developed during the technical work in updating the Master Plan of City Streets (soon to go to the Planning Commission) and in other recent work we have completed in assessing the Westgate Parkway project and others. We have not been able to develop cost estimates for all these projects at this time, but will do so within the next two weeks.

1. Westgate Parkway \$7,500,000
This project would construct a new arterial from Davis and the I-880 Southbound Off Ramp along the east edge of the Westgate Shopping Center, then along the west side of the TIP Trucking parcel to Williams. Timothy Drive within Westgate Shopping Center would be eliminated and returned to shopping center parking. The project will reduce traffic on Davis and Doolittle by as much as 30% by 2010.
2. I-880 Southbound Ramp --> Beatrice/Washington - intersection/interchange improvements
This project would widen the I-880 southbound off ramp to Beatrice to three lanes, one two left turn lanes and one right turn lane, would install a signal at Beatrice and the off ramp, and would widen Beatrice to three lanes eastbound from Kesterson to Washington. Signals would be closely coordinated to ensure improved operations and safety.
3. Marina & San Leandro Blvd. - add second eastbound left turn lane, third southbound through lane
This project would provide for double eastbound left turn lanes from Marina onto northbound San Leandro Boulevard and would also provide for three southbound through lanes on San Leandro Boulevard. This would improve intersection level of service from "F" in 2010 to "C."

4. Marina, SLB -- Alvarado - widen per existing plans
This would widen Marina Boulevard to a full arterial section (66 feet) with adequate lane widths and would include a raised, landscaped median. The current cross section is constructed to minimum standards (54 feet for four lanes and left turn lane).
5. Marina, Alvarado --> Teagarden, widen per existing plans
This project would widen Marina Boulevard to a full arterial section of 90 feet including six through lanes and a raised, landscaped median. The current cross section varies from 54 feet to 90 feet.
6. E. 14th-150th Avenue-Hesperian Triangle added lanes with landscaping - \$3,000,000
This project would provide for a double northbound left turn lane on Hesperian at E. 14th Street, would add a southbound left turn lane on Bancroft southbound at E. 14th Street, and would acquire and landscape the triangular parcel currently occupied by a car repair shop.
7. E. 14th Street Landscaped Median, Hays - Broadmoor (\$1,800,000)
This project would add a raised, landscaped median on E. 14th Street and would provide for additional off street parking to mitigate parking taken for the median. A citizen's group has worked with city staff and has developed a design proposal acceptable to the community.
8. E. 14th Street Landscaped Median, Blossom Way to Fairmont (\$2,000,000?)
This project would install a raised, landscaped median on E. 14th Street in the place of the striped two-way left turn lane and striped median.
9. Hesperian & Lewelling (\$1,750,000)
This project would provide for an additional southbound lane on Hesperian for free right turns onto Lewelling, and would also provide for double left turn lanes for east and westbound traffic on Lewelling at Hesperian. These improvements would increase levels of service from the current "F" to "D."
10. New Collector, Aurora --> Neptune, cul-de-sac Neptune @ Williams
This project would construct a new street between Aurora and Neptune between Williams and Polvorosa, and would also cul de sac Neptune at Williams to significantly reduce truck traffic in a residential area. This project would also develop a second major access to the Oyster Bay Regional Park.

Bill Algire

Page 3

May 30, 1996

11. New Collector, Polvorosa --> Davis

This project would construct a new street between Polvorosa and Davis between Doolittle and the west end of Davis Street to relieve the intersection of Davis and Doolittle.

12. Eden Extension to Davis

This project would develop and improve a private street paralleling Davis and would also provide for a direct connection to Davis near the Water Pollution Control Plant. This new route would relieve traffic at Davis and Doolittle and could become a secondary access, most likely for pedestrians and bicycles, to the Oyster Bay Regional Park and Shoreline Trail.

13. Repair rail crossings (Rockett has scoped and estimated)

This project would replace existing timber rail crossings in San Leandro with concrete crossings.

Include in Summary Report

January 8, 1997

Alameda County Transportation Authority Hearing

1. I am here to support every speaker who -
 - a. opposes the use of current Measure B funds to build S.R. 238 on the route currently proposed by Cal Trans, AND
 - b. states that re-newing Measure B funds must be contingent on re-building S.R. 238 directly on its current route, NOT raping and ravaging the foothills, the neighborhoods and the families.
2. Measure B establishes a very dangerous precedent: It taxes general retail sales to pay for transportation projects. By the very same logic it lays the foundation for taxing transportation/vehicle related sales - new and used, parts, repairs, maintenance, fuels, etc. - to pay for retail sales projects/re-development. Is that a precedent that this Authority wishes to establish in Alameda County? Measure B ~~also~~ subsidizes the owners/operators of private vehicles. ~~Therefore, it/makes~~ making it very difficult for the owners/operators to know the full cost of owning and operating private vehicles, AND for voters to know the full cost of ~~of~~ private versus public transportation. Thus, subsidizing ~~private~~ transportation projects MIS-informs, MIS-guides and UN-enlightens owners/operators and voters making responsible citizenship even more difficult.
3. Arterials - freeways, highways, parkways, important roadways of all kinds - are very accurately called arterials, and thus compared to our human bodies' arteries and veins. If we could add arteries and veins to our human bodies to relieve clogged arteries and veins we would have to immediately add more blood to fill those new arteries and veins OR our blood pressure would fall dangerously low. This is almost exactly what happens when we build more arterial roadways to ~~to~~ relieve traffic congestion rather than drive our private vehicles less. Traffic congestion is a certain warning to us - a signal that we are driving our private vehicles too much. New arterial roadways do not cure traffic congestion any more than antibiotics cure the common cold and the flu. New arterial roadways only make us more resistant to driving less as more antibiotics only lead to more resistant cold and flu viruses. The answer to less arterial roadway congestion is the same as the answer to less cardiac artery congestion - walk and cycle more, use public transportation more, fuel your private vehicle and your own body with less and with better fuel/food.

Peter D. Reimer
1771 Highland Blvd.
Hayward, CA 94542

Rose M. Green

(510) 548-9126

2100 McKinley Ave., Berkeley, CA 94703-1520

Jan. 14, 1997

ACTA c/o MIG
800 Hearst Ave.
Berkeley, CA 94710

Dear Friends:

On my last visit to the Berkeley Library, I picked up a copy of the Summer Issue of your B-Lines Newsletter.

The front page asked for "any ideas for solving our traffic and transit problems."

As a constant bus-rider, I am appalled at how many empty seats there often are, and how many people drive cars because they simply don't know how the bus system works.

I have written to AC Transit previously and appeared at your hearings to present my suggestions. They have not been implemented. I must be crazy, but here I go again.

Above all, you need an educational program to promote the bus system and get more riders.

- 1) Public Service Radio Ads that people can hear while sitting in their cars.
- 2) More phone operators on your line. The wait for instructions is often so long, I give up and call a cab instead.
- 3) Laminate your Bus schedules and maps to poles at the bus stops. Many cities do this and I know it works for me.
- 4) Train your new bus drivers to know their route better. I have experienced ignorance, and sometimes even rudeness, to myself and others who ask a question.
- 5) A well-publicized campaign to set aside one or two days for a "Ride the Bus Free" program. Something more effective than your free Christmas Shuttle in Berkeley that was the best kept secret in town and empty each time I used it!

Thanks for reading this far. Let's hope you do something about it.

Rose M. Green



Community of Harbor Bay Isle
Owners' Association, Inc.
3195 Mecartney Road
Alameda, California 94502
(510) 865-3363

January 16, 1997

The Alameda County Transportation Authority
c/o MIG
800 Hearst Avenue
Berkeley, CA 94710

Attn: Ms. Julia Ohlemeyer,

re: Measure B Reauthorization - Public Comment

As the Executive Director for the Community of Harbor Bay Isle, located in the City of Alameda, I would like to make the following recommendations on Measure B reauthorization on behalf of the Community's 12,000+ residents.

I would like to begin by commending the Alameda County Transportation Authority (ACTA) and its staff for the very fine job they have performed in the planning and execution of projects under the original Measure B authorization. As a former project manager for the San Francisco Public Utilities Commission, I have first hand experience in the challenges presented in planning and successfully delivering completed transportation projects.

A quick review of the current ACTA projects reflects a strong emphasis on highway improvements intended to facilitate auto movement during commute times. It is acknowledged among transportation planners that such projects provide a rather short term benefit to cost when measured against two important transportation criteria: congestion and environmental pollution. Briefly, such projects in the short term reduce congestion and pollution. However, in the long term, as commuters learn of the improved travel time, congestion and pollution return or exceed their former levels.

Thus I recommend that re-authorization of Measure B funds give even greater emphasis on alternative transportation modes and/or vehicles. I recommend in order of priority, the following five alternatives.

1. Fund ferry service throughout Alameda County - Currently there are two ferry services serving the City of Oakland at Jack London Square and the City of Alameda at both the west and east ends. The annual public subsidy needed for these current services approaches \$1.5-million. In addition new services should be considered for Berkeley, San Leandro and as far south as Hayward/Union City. Each of these locations will cost between \$400,000 to \$500,000 to operate. These estimates do not include capital costs for terminal construction nor ferry boat acquisition.

2. Fund 100 Vans for the VanPool program - This current program has demonstrated its success in terms of relieving congestion and pollution. However, the program no longer provides funds for the purchase of the vans. This can be a major deterrent to folks who would be willing otherwise to accept the other inconveniences associated with vanpooling.
3. Fund an electric car program - There are two approaches to this program, neither exclusive of the other.

The first approach would be to make electric cars available at major transit locations such as BART stations, which could be rented on a per trip basis. The program can be managed through a computerized network, in which each vehicle has a computer terminal or card reader that is linked to a central computer. A demonstration project of this concept will be shortly operational in the San Francisco paratransit program.

The second approach would be to provide a partial subsidy to buyers of electric cars to offset the comparatively higher purchase price. This incentive could even be limited to electric cars produced in Alameda county.

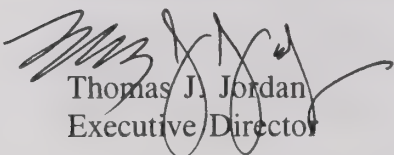
4. Fund a natural gas vehicle program - This program would consist of subsidizing vehicle owners to convert their gasoline powered vehicles to natural gas; and, subsidize either owners and/or oil companies to install natural gas pumps in homes and/or existing filling stations. Pacific Gas & Electric (PG&E) has this technology available. The barrier appears to be the limited availability of fast and safe "fill-up" locations.
5. Fund a free public bicycle program - This concept has already been successfully demonstrated in Europe. Essentially it provides bicycles to the public at key locations which are picked-up and dropped off, as needed. The program is successful in dense urban areas and as such could be initiated around major public and/or commercial areas throughout the County's cities.

Recommendations 1. & 2. will clearly reduce the number of commute autos. Recommendations 3. & 4. while not reducing the number of commute autos will reduce pollution. Recommendation 5 will most likely not reduce commute autos but should reduce the number of auto trips made between commute periods.

Be advised that these recommendations are the result of informal discussions held among Harbor Bay residents, hence, are more representative of the Community than my personal views.

Thank you for the opportunity to present these recommendations. If additional information or clarification is desired, please feel free to contact me.

Sincerely,
COMMUNITY OF HARBOR BAY ISLE



Thomas J. Jordan
Executive Director

cc: W. Jacobs, President BoD CHBI
R. Wonder, Acting City Mgr, City of Alameda
B. Warnick, Manager, Public Works, City of Alameda

February 4, 1997

MIG

Paul Yee

Re: ACTA Measure B Reauthorization

800 Hearst Av.

Berkeley, CA 94710

Dear Sir,

Thank you for the opportunity to express my opinion on Alameda County's unfunded transportation needs. I will begin by simply listing, in what I percieve to be priority order, the capital projects which need to be done. I will then describe my vision of some of the projects.

- 1> West Dublin/Pleasanton BART Station**
- 2> Sunol Grade/I-680 to I-880 & SR 237 Improvements**
- 3> I-238 Widening**
- 4> SR 84 Improvements - Livermore to Sunol**
- 5> Irvington Intermodal**
- 6> SR 24 ramps to I-80**
- 7> BART LRT to Oakland Airport**
- 8> Altamont Truckway**
- 9> AC Telegraph Av. Trolley**
- 10> AC Foothill/Bancroft Trolley**
- 11> I-880 Widening - Mission to Santa Clara Co.**
- 12> Caldecott 4th Bore**

Item #2 would include:

Construction of a 4-lane underpass for Mission Blvd. with interchange at Warm Springs Blvd. This would be similar

to the Geary Expy. at Fillmore St. in SF.

Modifications to the I-680/Mission interchange including a southbound I-680 pocket lane exit and widened westbound ramp (2-lanes), extending eastbound 3rd lane to interchange, and possibly changing full cloverleaf to parclo w/signals.

Extending southbound truck lane (near Vargas Rd.) to Mission Blvd. (North).

Extending northbound truck lane (near Weigh Station) to SR 84 eastbound.

Extending southbound 4th lane from SR 84 to truck lane at Andrade on-ramp.

Encourage private construction of Mission Peak Tollway (see enclosed). This would be a two-lane reversible toll facility on a new alignment connecting I-680 and SR 84 near Sunol with I-680 near Scott Creek, I-880 near Dixon Landing, and SR 237 west of Zanker.

Item #4 would be done in phases:

The first phase would have a minimum of a 4-lane divided highway from I-680 to the Isabel Av. extension, a signal at Vallecitos/Holmes and the Isabel Av. extension, and a minimum 2-lane connection to a new I-580 interchange east of Airway.

Later phases would widen portions to 4 or 6 lanes and improve them to expressway or freeway.

Item #5 would include:

A BART extension

Commute Rail

Bus Route Improvements

A new interchange on I-680 at Blacow Rd.

(See Fremont-South Bay Proposal titled "Multi-Modal Alternative")

Item #6 would:

Separate SR 24 from I-580 west by extending the ramps alongside I-580 and use separate ramps to/from East and West I-80 (using some of the Cypress ramps).

Item #8 would:

Create a new 4-lane truck freeway or tollway using a lower elevation alignment near the Old Altamont Pass, which includes a wide median for future BART extension. By removing truck traffic from the 8-lane freeway. The center lanes could be designated for High Occupancy Vehicles (see enclosed).

I realize that some of these projects need sponsors and are not project ready, but, I feel, they have enough merit on their other attributes, that these hurdles should be overcome.

Sincerely,

Neal Johnson

Neal Johnson

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